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# ANNUAL REPORT

OF THE

# Department of Highways (ONTARIO)

FOR THE FISCAL YEAR ENDING MARCH 31st

*1936 / 1937*

PRINTED BY ORDER OF  
THE LEGISLATIVE ASSEMBLY OF ONTARIO

SESSIONAL PAPER No. 32, 1938



TORONTO

Printed and Published by T. E. Bowman, Printer to the King's Most Excellent Majesty  
1938



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To THE HONOURABLE ALBERT MATTHEWS, LL.D.,  
Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:—

The undersigned has the honour to present herewith for your consideration  
the Report of the Department of Highways for the Fiscal Year ended 31st  
March, 1937.

Respectfully submitted,

T. B. McQUESTEN,  
Minister of Highways,  
Ontario.

Département of Highways, Ontario.  
Toronto, February 23rd, 1938.

To THE HONOURABLE T. B. McQUESTEN, K.C., B.A., LL.B.,  
Minister of Highway, Ontario.

SIR:—

I have the honour to present herewith Report on the activities of the Department of Highways for the Fiscal Year ended 31st March, 1937.

The Report covers operations and functions performed by the various departments, including King's Highways, Municipal Roads, Bridge Construction, Accounting and Motor Vehicles.

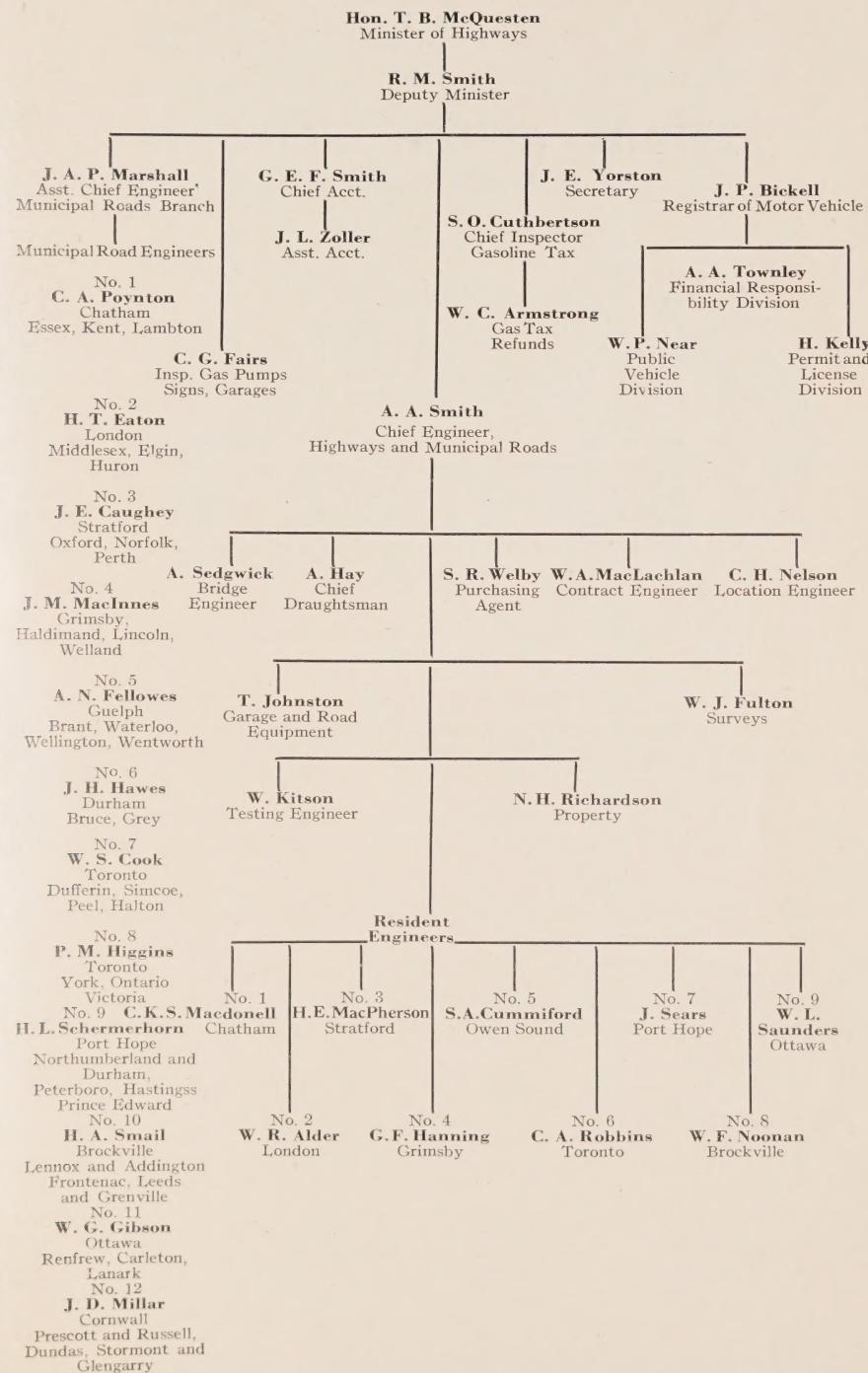
I have the honour to be, Sir,

Your obedient servant,

R. M. SMITH,  
Deputy Minister.

Department of Highways, Ontario.  
Toronto, February 23rd, 1938.

**1936**  
**ORGANIZATION CHART**  
**ONTARIO DEPARTMENT OF HIGHWAYS**



## **ONTARIO AND ITS HIGHWAYS**

**By R. M. Smith, Deputy Minister**

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During the twelve months ending March 31, 1937, both the revenue and expenditure of the Department of Highways showed an increase over that of the previous twelve months: Revenue by \$2,093,054.41 and expenditure by \$2,512,991.87, while the excess of revenue over expenditure for the current year is \$17,203,390.12 as compared with an excess of \$17,623,327.58 the previous year.

Construction work while not very extensive was of a high quality, indicative of approved tendencies in modern highway development. Several high level bridges, railway grade separations, and a considerable amount of permanent paving work was completed. The year saw a beginning made in the construction of the new type of dual highway whereby traffic lanes of opposite directions are divided by a boulevard. Safety for the motorist is the factor stressed in adopting these modern methods.

A net of 212.51 miles of highway was added to the Provincial system during the year.

New high records were made in all classes of motor vehicles registrations and drivers' licenses, with a corresponding increase in the revenue of this branch of the Department. The increase in registrations resulted also in a new high figure for gasoline taxes.

The Department gave considerable time and work planning and preparing for a long range development program which will be reflected in the work of future years.

Detailed reports of the activities of the several branches of the Department will be found on the following pages.

The administration of the Department of Northern Development came under the Department of Highways during the year but both Departments functioned as separate units, an amalgamation having been accomplished to become effective as of April 1, 1937.

**REPORT OF THE HIGHWAYS ACCOUNTANT**  
**By G. E. F. Smith, Chief Accountant**

To R. M. SMITH, Esq.,  
*Deputy Minister of Highways.*

The following is a summary of Expenditure and Revenue for the fiscal year April 1, 1936 to March 31, 1937:—

**EXPENDITURE**

The King's Highways.....	\$ 6,202,520.80
Grants to Counties.....	1,934,474.28
Grants to Townships and Indian Reserves.....	1,819,231.44
Grants to Connecting Links.....	95,454.09
Equipment Branch.....	81,219.77
Administration and Sundries.....	839,127.58
	<hr/>
	\$ 10,972,027.96

**REVENUE**

Gasoline Tax.....	\$ 15,761,876.97
Motor Vehicles.....	10,916,491.08
Road Assessments.....	1,365,067.48
Permits, Garages, Signs, Etc.....	88,726.05
Interest.....	31,864.39
Sales of Property.....	6,805.83
Miscellaneous.....	4,586.28
	<hr/>
	\$ 28,175,418.08

As in previous years, the books of the Municipalities, accepting aid under the Highway Improvement Act, were audited by the Accounting Department.

**REPORT OF GASOLINE TAX REVENUE**

**By S. O. Cuthbertson, Chief Inspector, Gasoline Handling Act**

MR. R. M. SMITH,  
*Deputy Minister of Highways,*

The gross gasoline tax collections for the fiscal year of the Province of Ontario from April 1st, 1936 to March 31st, 1937 (both dates inclusive) amounted to \$17,201,669.29.

For the same period there were 52,484 claims for refund of gasoline tax dealt with in the Department, and of which claims there were \$1,439,792.32 refunded by the Department. The refund claims were paid to farmers, manufacturers, motor boat users, cleaners and dyers, aeroplanes, etc. The gasoline tax is applicable to all gasoline purchased in the Province of Ontario irrespective of what use the gasoline is put to. Provision, however, is made for the relief from the tax to persons using gasoline for other purposes than propelling a motor vehicle on the Highways of the Province. The regulations of the Department, however, must be adhered to in order that a refund claim be given consideration.

The net gasoline tax revenue, after having paid the above mentioned refunds amounted to \$15,761,876.97 for the fiscal period of the Province of Ontario from April 1st, 1936 to March 31st, 1937 (both dates inclusive).

S. O. CUTHBERTSON,,

*Chief Inspector Gasoline Handling Act.*



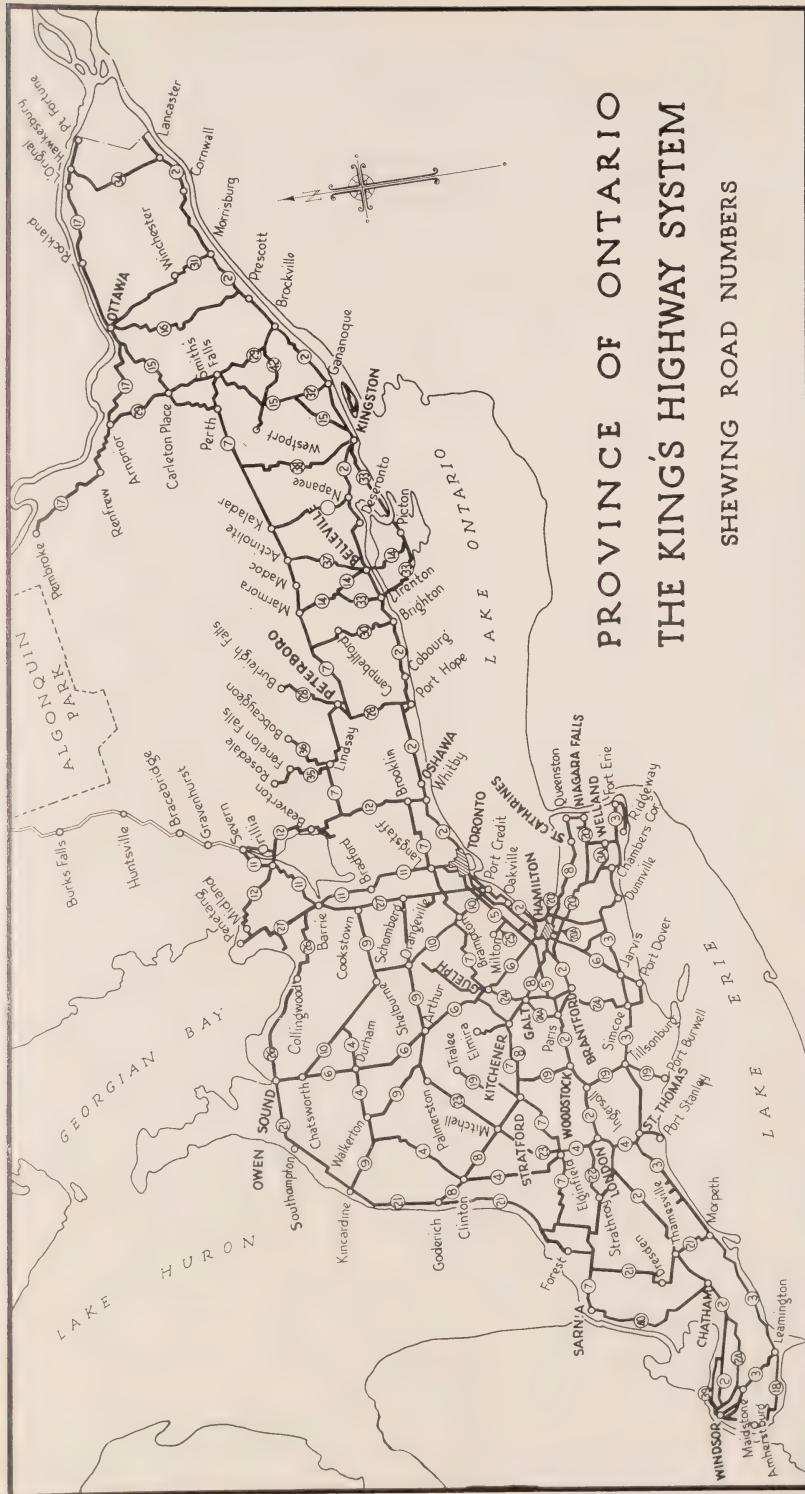
No. 2 Highway.— $\frac{3}{4}$  mile east of Woodstock showing Grading and Sidewalk on dual highway construction.



Looking east from West end of Alfred-Plantagenet Township Line Diversion.

PROVINCE OF ONTARIO  
THE KING'S HIGHWAY SYSTEM

## SHEWING ROAD NUMBERS



## ANNUAL REPORT FOR 1936

### KING'S HIGHWAY OPERATIONS

A. A. Smith, Chief Engineer

The year 1936 was not a big year from a construction standpoint, though considerably more paving was done than during the previous year.

No let up was allowed in maintenance operations and all highways were kept in first-class condition. This work included the resurfacing of over 200 miles of gravel road, and the treating of all gravel roads with either an oil dust layer or calcium chloride.

All pavement surfaces were looked after, this requiring about 220 miles of surface treatment for bituminous and macadam roads.

Shouldering, drainage, weed cutting, sign painting and road marking, etc., were carefully carried out.

In line with the regular maintenance program over 3,700 miles of roads were kept open by the Department for winter traffic. This required the employment of about sixty privately owned trucks, in addition to the large units provided by the Department which operated on the heaviest travelled roads as well as sections where snow conditions were the worst. Approximately 1,200 miles of snow fencing was erected which curtailed drifting to a great extent.

Road surfaces where icy conditions occurred, which due to the open winter was very frequent, were immediately treated with sand which had already had a small percentage of either salt or calcium chloride combined with it.

On 1936 contracts, labour was supplied to the contractors through the Provincial Department of Labour, the Contractors being allowed to supply 15% as key men. The Contractor was not required to use rotated labour as in 1935.

An eight hour day applied for six days a week working time. Minimum rates of pay for common labour and men and teams were embodied in the contract, with prevailing rates for all other classes to apply. Certified payrolls were furnished to the Department as required.

Under an agreement the Federal Government contributed to over 80 projects which were awarded by contract. On this work they paid 50% of the cost.

Practically no changes were made in pavement cross-sections or material requirements.

The year saw the beginning of dual highways, namely a double road surface with a centre boulevard. Considerable work was done between Toronto and Burlington on the Middle Road; grading for this type of road and also some paving from Brown's Line west and around Burlington. Grading for dual lane roads was also started between Homer and Stamford, east from Woodstock, Kingston Road Toronto east and Brockville westerly.

On the Middle Road two large bridges, further outlined hereafter, were constructed at Oakville and Bronte Creeks and two dangerous and crooked stream crossings eliminated. A grade separation north of Burlington was also constructed for highway traffic south.

The mileage of King's Highways at the end of 1936 was:—

Concrete Pavement.....	1444.87	miles.
Asphaltic Concrete Pavement.....	272.62	"
Mixed Macadam Pavement.....	588.65	"
Penetration Macadam.....	276.91	"
Retread and Mulch.....	93.24	"
Waterbound Macadam.....	193.72	"
Trafficbound Macadam.....	27.91	"
Stabilized.....	36.01	"
Gravel.....	809.68	"
	3743.61	"

During the Construction period the following work was done:—

Concrete Pavement.....	50	miles.
10' Concrete Pavement.....	12	"
Asphaltic Concrete over Old Concrete.....	4.6	"
Mixed Macadam.....	10	"
Penetration Macadam.....	20.4	"
Retread.....	11	"
New grading on other than paving contracts.....	95	"

### RESIDENCY No. 1 — CHATHAM

#### Road No. 2.

3½ miles of concrete pavement were constructed east of Tilbury, on a new location, which eliminated two very dangerous level crossings and also considerably improved the road alignment.

#### Road No. 18.

A 250-foot bridge was built over the Canard River north of Amherstburg.

Bituminous penetration pavement was laid between Harrow and Malden centre, about 7 miles; this made the pavement on this road continuous from Windsor to Leamington.

#### Road No. 21.

A 320-foot structure was built across the Thames River at Thamesville, with a concrete sub-structure and a steel superstructure, the superstructure having the design of an inverted suspension bridge.

On Road No. 21A about 6 miles of grading and culverts were completed from Forest north.

#### Road No. 40.

Concrete pavement was laid through the villages between Wallaceburg and Sarnia, some of it being 30' wide with curb and gutter and storm sewers.

Some rip-rapping, started the year before, was carried out along the St. Clair River as an erosion preventative.

The location of the proposed International Bridge at Point Edward was surveyed, and borings taken for foundation information for the proposed structure.

From New Glasgow, on No. 3 Highway, concrete pavement was laid north to Rodney.

All roads on this Residency were kept open for winter traffic.

About 7 miles of bituminous roads were surface treated, and all gravel roads were given an application of oil dust layer or calcium chloride.

#### RESIDENCY No. 2 — LONDON

##### Road No. 2.

A grading contract was carried from Woodstock in preparation for a two lane pavement. This work was north of, and parallel to, the old pavement and allowed for a 30-foot boulevard, and by so doing preserved most of the trees.

##### Road No. 4.

Between Lambeth and Talbotville, the shoulders along the old concrete pavement were widened, and culverts lengthened, to accommodate the construction of a future three lane pavement.

The bridge over Dingman's Creek, south of Lambeth, and two bridges over Kettle Creek west of St. Thomas, were widened to a 40-foot width of roadway.



Middle Road West of Oakville Dual Highway Construction.



Cut looking west 2.1 miles East from Danforth and Highway No. 2 intersection.

#### Road No. 6.

Between Jarvis and Hagersville the old waterbound Macadam was resurfaced, for a length of 1.8 miles, with a cold laid bituminous surface; this was carried out also through the village of Hagersville.

#### Road No. 19.

In the villages of Eden, Straffordville, Vienna and Port Burwell, a bituminous penetration pavement was laid; also, between Straffordville and Port Burwell on subgrade, where springy, was tile drained.

During the winter season all roads on the Residency were kept open for traffic. Considerably the largest cost of winter maintenance was caused by melting.

14 miles of bituminous surfaced roads were surface treated.

### RESIDENCY No. 3 — STRATFORD

#### Road No. 4.

Concrete pavement was laid from 1½ miles south of Blyth to 3.7 miles north of Blyth; the balance of this road north to No. 9 Highway was given a light coat of gravel.

#### Road No. 7.

The C.N.R. Subway near New Hamburg was rebuilt, 50% of the cost of this work being paid by the Department.

About two miles of old concrete pavement between New Hamburg and Kitchener was resurfaced with cold laid bituminous material.

#### Road No. 9.

A large new culvert was put in at Clifford by day labour.

#### Road No. 19.

A 50-foot span rigid frame concrete bridge, three miles north of Milverton started in 1935 was completed. A similar bridge south of Tralee was constructed and the stream diverted.

#### Road No. 21.

A premix gravel surface was laid from three miles south of Bayfield to Drysdale, slightly over five miles. Seven culverts were rebuilt between Kintail and Sheppardton.

#### Waterloo — Elmira Road.

Three diversions were put through, and considerable shouldering was done; also new culverts installed and the Right-of-Way widened to 66 feet.

All roads on the Residency were kept open for winter traffic.

About 19 miles of bituminous roads were surface treated, and all gravel roads were given an application, either of oil dust layer, or calcium chloride.



Middle Road west of Oakville Dual Highway construction.



Cut looking East, West of Scarboro overhead bridge. 4.3 miles east of Danforth and Highway No. 2 intersection.

#### RESIDENCY No. 4 — GRIMSBY

#### Middle Road — (Toronto — Hamilton).

A new bridge was constructed north of Oakville on the new widened Highway, being a concrete arch structure, having two main arches and eight smaller ones; the main arches are 80 feet high, and have a span of 145 feet. The overall length of this structure is 615 feet, pavement width is 40 feet, with two six-foot sidewalks.

A very similar bridge was built over Bronte Creek. One mile of double pavement with boulevard was built from Campbell's Corners to Burlington subway approach.

A grade separation bridge, at Middle Road and Burlington cut-off, was constructed.

9.4 miles of grading and culverts from Guelph Line to Trafalgar 7th Line were carried out, with 20-foot lanes having 10-foot shoulders, and a central boulevard of 30 feet, except for the narrowing at the approaches to the bridges. Trees were saved where at all possible.

1.2 miles of double lane pavement were completed between Brant Street and the Guelph Line; the old highway was utilized as the south lane, and a new 20-foot concrete strip was laid to the north, forming the west bound lane.

#### Homer — Stamford Road.

About 4 miles of grading was completed on a new Right-of-Way. The grade is 90 feet wide, for separate traffic lanes with boulevard. This road shortens the distance by about two miles.

### Dundas Diversion.

A new road was graded, leaving Highway No. 2 at west limits of Hamilton, and cuts across country to join end of King Street, in Dundas.

This new road does away with the dangerous curves on Highway No. 8 through Binkley's Hollow and at Cotton Factory Hill. This was graded for a double highway with a 20-foot boulevard.

### Wellandport Bridge and Diversion.

This diversion eliminated five sharp bends in the old road. The new bridge consists of a 100-foot truss span on concrete piers, with concrete deck, and two 25-foot concrete approach arches. Rip-rapping with one man stone was done at the south approach.

### Elfrida — Binbrook Road.

1 mile of mixed macadam was laid north from Binbrook, the old 10-foot concrete slab was widened with black base to 20-foot wide, the whole was topped with 1" of ashphaltic concrete, and the shoulders widened.

### Brant's Pond.

To overcome an unsightly swamp and dumping ground, Brant's Pond was filled in, and the extension of the new double lane highway from Burlington to Niagara Falls can now be carried on a much improved alignment. This filling was done by a dredge operating in Hamilton Bay.

All roads on this Residency were kept open for winter traffic.

Fifty miles of bituminous and macadam roads were surface treated.



December 10th, 1936.—Fill on swamp showing the displacement of the muskeg.  
Verona-Hartington.



Aerial view of part of new Road between Toronto and Hamilton, showing in middle foreground the Burlington underpass at the "semi-clover leaf" connection between the new Niagara Falls Highway and the middle Road. In the background is shown the Burlington Subway under the C.N.R. Both structures completed in 1936.

## RESIDENCY No. 5 — OWEN SOUND

**Road No. 4.**

In the town of Walkerton a concrete cantilever rigid frame bridge was started.

**Road No. 10.**

South of Flesherton  $6\frac{1}{2}$  miles of 10-foot concrete pavement was paved with another 10-foot strip and north of Markdale five miles of concrete were laid. Some grading was also done north of this with widened shoulders.

Five culverts were replaced south of Shelburne.

**Road No. 26.**

The western approach to Meaford was improved by a diversion of a half mile, which was paved with mixed macadam.

A grading contract between Cookstown and Alliston was started.

All roads on the Residency were kept open for winter traffic. Owing to light snow fall and the icy condition prevailing, sanding operations were very heavy.

Thirty-seven miles of surface treatment was done.

All gravel roads were treated with oil dust layer or calcium chloride.

## RESIDENCY No. 6 — TORONTO

**Road No. 2.**

On the Lake Shore Road East of Oakville one mile of the old concrete pavement was widened to 30 feet and surfaced with a 3" asphaltic concrete top, with concrete curb and gutter and storm sewers. The shoulders were also widened.

From Long Branch to Port Credit 3.65 miles of the old concrete pavement was widened to 40-feet and the whole surfaced with a three-inch two-course asphaltic concrete surface. Curb and gutter and storm sewer were installed.

On the Kingston Road from the Cenotaph to Highland Creek, a contract for grading, culvert extension, storm sewers, curb and gutter and concrete pavement with a 20-foot boulevard was started. Over four miles of 20-foot concrete pavement was completed and 1 mile of 10-foot strip.

**Middle Road.**

Between Hurontario Street and Brown's Line 4.53 miles of 20-foot concrete pavement was laid on the south side and 4.53 miles of 10-foot strip was completed on the north side with a centre boulevard.

Between Shook's Hill and Oakville over 4 miles were graded and culverts extended to permit the construction later of two twenty-foot pavements and 30-foot centre boulevard.

**Road No. 11.**

One mile of penetration macadam was constructed at Holland Landing Hill on a revised alignment.



Blast ahead of fill to remove muskeg. Highway No. 38, Verona.

#### Road No. 12.

3.7 miles of concrete pavement and a subway under the Canadian National Railway were constructed between Midland and Port McNicoll.

6.6 miles of grading was completed between Coldwater and Warminster in much improved alignment.

#### Road No. 27.

From Dundas Street north on Brown's Line over six miles of new grading was completed.

A contract was awarded for a penetration pavement from Bolton to Brown's Line; but the grading only was completed.

All roads in the Residency were kept open for winter traffic.

Thirteen miles of macadam and bituminous roads were surface treated and all gravel roads had application either of calcium chloride or oil dust layer.

#### RESIDENCY No. 7 — PORT HOPE

#### Road No. 2.

Grading and Culvert extensions for a dual lane highway were completed east from Belleville for  $1\frac{1}{4}$  miles. This work included one bridge.

#### Road No. 7.

A mixed macadam pavement was laid through the villages of Norwood and Havelock; this was finished with a one inch trap rock surface and included storm sewer and curb and gutter.

Tile drainage was installed from Peterborough easterly twelve miles where necessary.

Several miles of concrete were laid on Lansdowne Avenue on the Peterborough cut-off.

#### Road No. 28.

About 12 miles of grading and culverts were completed between Lakefield and Burleigh Falls except for some trimming.

#### Road No. 30.

Six miles of penetration macadam was contracted for from Campbellford south, about two miles of which was completed.

#### Road No. 33.

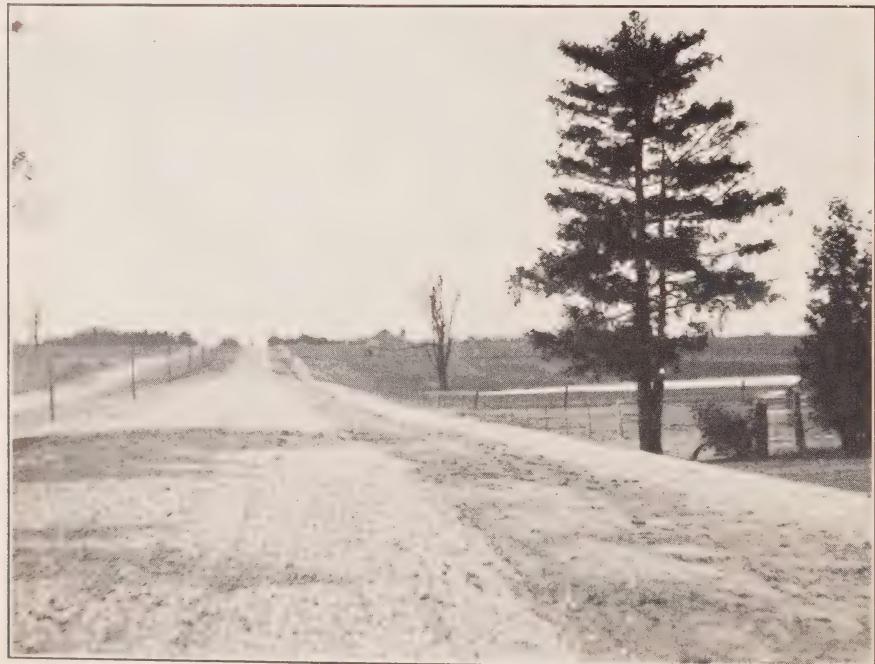
At Carrying Place a two mile diversion was graded.

Between Picton and Glenora the road was realigned and graded.

The bridge over the Murray Canal which was started in 1935 was completed and opened for traffic.

#### Road No. 35.

A 7-mile grading contract between Fenelon Falls and Rosedale was completed with the exception of one mile of trimming.



No. 2 Highway.—Two miles East of Woodstock showing grading and sidewalk construction on dual highway.



No. 2 Highway.—One mile east of Woodstock showing grading and sidewalk on dual highway construction.

#### Road No. 36.

A contract for a retread pavement from six miles south of Bobcaygeon hitherly was started and about  $5\frac{1}{2}$  miles complete.

All roads on the Residency were kept open for winter traffic.

Thirty-two miles of bituminous and macadam roads were surface treated.

All gravel roads were treated with oil dust layer or calcium chloride.

#### RESIDENCY No. 8 — BROCKVILLE

#### Road No. 2.

The grading for a dual lane highway with centre boulevard from Brockville easterly four miles was about 60% completed through a heavy granite area.

Between Cataraqui and Kingston one and a half miles of penetration macadam was surfaced with an inch of a cold bituminous mix.

#### Road No. 7.

Sixteen miles of road from Actinolite east were gravelled by day labour.

#### Road No. 15.

Mixed macadam was laid easterly from Perth for  $5\frac{1}{4}$  miles but not sealed.

#### Road No. 33.

On a 15-mile contract for grading and penetration macadam from Kingston to Bath, a large proportion of the grading was completed and about three miles of pavement.

Steel and concrete bridges were erected at Little Cataraqui Creek, Collins Bay and Millhaven Creek.

#### Road No. 38.

From Elbow Creek near Parham, southerly to Godfrey railway crossing, over 6 miles of new grading was completed.

On a 2½ mile grading contract for a diversion northeast of Verona, the work was partially completed. Through the swamp the rock fill was settled by the use of dynamite.

#### Road No. 42.

Between Delta and Phillipsville 3.67 miles was graded and gravelled, and the grades and alignment were greatly improved.

#### Wolfe Island Road.

Stone was crushed and placed on this road.

All roads on this Residency were kept open for winter traffic.

Forty-five miles of macadam and bituminous roads were surface treated. All gravel roads were treated with oil dust layer or calcium chloride.

#### RESIDENCY No. 9 — OTTAWA

#### Road No. 16.

A new high level bridge with concrete piers and abutments over the Rideau River at Beckett's Landing was contracted for. This was to replace the old bridge which had a swing span. The approaches were completed and the bridge about 70% finished.



Jordan River Bridge Road No. 8 Grimsby-St. Catharines Built 1936.

**Road No. 17.**

The Bonnichere River bridge in the town of Renfrew was opened to traffic.

The concrete pavement was completed between Renfrew and Arnprior and shoulders widened to the new standard.

A short section of concrete pavement completed the new pavement between Alfred and Plantaganet.

**Road No. 29.**

North from Pakenham over six miles of penetration macadam surface laid and a considerable amount of tile drain installed.

**Road No. 31.**

North from Williamsburg 4½ miles of concrete pavement was laid. This makes the concrete pavement continuous from Morrisburg to the north boundary of Dundas County.

Work was started on a subway under the Canadian National Railway main line north of Morrisburg.

**Road No. 34.**

A ten-foot concrete pavement was laid from Lancaster North for about 2½ miles. Local crushed stone and imported sand were the aggregate for this work.

Crushed stone was placed on the section of road between Vankleek Hill and Alexandria.

All the roads in the Residency were kept open for winter traffic.

47½ miles of road was surface treated.

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**REPORT ON BRIDGES COMPLETED ON THE KING'S HIGHWAY**

**Arthur Sedgwick, Chief Bridge Engineer**

*Southern District.* — During the year 1936 there were 28 bridges completed in the Southern District.

Particular mention may be made of the following more important structures:

*Burlington Subway:* — This is a subway to carry the new four lane Middle Road Highway under the C.N.R. tracks. The very acute angle of intersection between highway and railway required two 111 foot plate girder skew spans with a centre pier.

*Burlington Underpass:* — This is a reinforced concrete twin span rigid frame structure to form the "semi-clover leaf" connection between the new Niagara Falls Highway with the Middle Road Highway.

*Sixteen Mile Creek Bridge:* — This is also on the Middle Road Highway and is a reinforced concrete structure consisting of three 135 foot concrete arch spans and five 50 foot concrete beam spans.

*Twelve Mile Creek Bridge:* — This is a similar structure to the previous one and also on the Middle Road with three 135 foot arch spans and five 50 foot beam spans. Each of these two bridges has a forty foot roadway and two 6 foot sidewalks.

*Holland Landing Bridge:* — This is a new bridge replacing two steel through truss spans with 15 foot roadway on Highway No. 11 over the Holland River. The bridge is unique in that it consists of creosoted timber pile bents supporting nine 27 foot steel beam spans with concrete floor. It has a thirty foot roadway and two five foot sidewalks. These timber bents required 60 foot B.C. Fir piles to reach a firm bearing. This type of construction is entirely new and affords a satisfactory and durable bridge at an economical cost and one which can be widened at any time to meet heavier traffic requirements.

*Canard River Bridge:* — This is a similar structure to the previous one but with five 50 foot steel beam spans. This structure is on Highway No. 18 in Essex County. This type of structure enabled the road to be straightened out at the river at a moderate cost.

*Jordan River Bridge:* — This is a new concrete bridge on Highway No. 8 replacing a very narrow steel bridge at the bottom of a steep crooked grade. It consists of an 80 foot spandrel filled concrete arch with a 20 foot flanking arch at either end.

*Dingman's Creek Bridge Extension:* — This is a steel Warren Truss bridge of  $62\frac{1}{2}$  feet span, which was widened from a twenty-three foot roadway to a forty foot roadway. The existing bridge was shifted over and one truss removed which was replaced with a box girder. The floor beams were extended from this girder and connected to the truss which had been shifted over to its required new position. Traffic was maintained over the bridge throughout the whole of the operations.

*Peterborough Bridge:* — This consists of a 214 foot span swing bridge removed from the old Welland Canal and a new 75 foot steel span and a 37 foot concrete span, the whole forming a new bridge over the Trent Canal and Otonabee River on Highway No. 7 at the easterly environs of the City of Peterborough. The swing span is electrically operated and is built higher than the old one so that most of the smaller crafts can pass under the same without the necessity of its being opened.

*Murray Canal Bridge:* — This is a new steel swing bridge replacing a timber structure on Highway No. 33 and eliminating bad turns in the road on the Canal bank.

*Queen's Bridge Extension:* — This is a widening of the bridges over Kettle Creek on Highway No. 4 on the boundary of St. Thomas. The existing bridge was a twin 80 foot concrete arch structure and the feature of this work was the widening of these arches with rigid framespans. The rigid frame principle permitted a larger saving in excavation and concrete work than would have been required if the original arch design had been extended.

## BRIDGES COMPLETED ON THE KING'S HIGHWAY DURING 1936 SOUTHERN DISTRICT

Name	Type	Span	Road No.	Township	County
Bell's Creek	Concrete Rigid Frame	40' 0"	2	Thurlow	Hastings
Black Creek No. 5	Concrete Rigid Frame	50' 0"	19	Mornington	Perth
Burlington Subway	Steel Plate Girder	2 at 111' 0"		Middle Road	Halton
Burlington Underpass	Concrete Rigid Frame	2 at 27' 8"		Middle Road	Halton
Canard River	Steel Beams on Creosoted Timber Bents	5 at 50' 0"	18	Anderdon	Essex
Collins Bay	Steel Beams	52' 0"	33	Kingston	Frontenac
Dingman's Creek Extension	Steel Truss and Girders	62' 6"	4	Westminster	Middlesex
Dodd's Creek Extension No. 2	Concrete Rigid Frame	30' 0"	4	Southwold	Elgin
Dundas Creek	Concrete Arch	40' 0"	2	Gore of Ancaster	Wentworth
Hess Creek No. 1 Extension	Concrete Rigid Frame	31' 10"	31	Williamsburg	Dundas
Hess Creek No. 2 Extension	Concrete Rigid Frame	31' 10"	31	Williamsburg	Dundas
Holland Landing	Steel Beams on Creosoted Timber Bents	9 at 27' 0"	11	Gwillimbury E & W Louth	Simcoe Lincoln
Jordan River	Concrete Arch	18' 10" - 79' 8" - 17' 5"	8	Kingston	Frontenac
Little Creek No. 2	Concrete Rigid Frame	40' 0"	33	Trafalgar	Halton
Little Sixteen Mile Creek	Concrete Arch	30' 0"	12	Tay Ernestown	Simcoe Lennox-Addington
Midland Subway	Steel Plate Girder	69' 0"	33	Monaghan	
Milhaven	Steel Beams	52' 0"			
Murray Canal	Low Steel Truss Swing Span Concrete Approach Span	Swing 146' 3" Approach 32' 2"	33	Murray	Northumberland
New Hamburg Subway	Steel Plate Girder	96' 11"	7	N. & S. Easthope	Perth
Oakville Culvert Extension	Concrete Arch	25' 0"	2	Trafalgar	Halton
Peterborough	Through Steel Truss Swing Span	214' 0"			
Queen's Bridge Extension	Low Steel Truss Approach Concrete Beam & Slab Approaches	75' 0" 37' 0"	7	Monaghan	Peterborough
Renfrew Bridge	Concrete Arch	2 at 80' 0"	4	Yarmouth	Elgin
Sheridan Arch Extension	Concrete Beam & Slab	3 at 30' 4"		Horton	Renfrew
Sixteen Mile Creek	Concrete Arch	2 at 25' 0"	17	Trafalgar	Halton
Toronto Twp. Extension	Concrete Beam & Slab	30' 0"		Middle Road	
Twelve Mile Creek	Concrete Rigid Frame Arch	2 Arch Spans at 132' 8"		Middle Road	
Wellandport No. 2	Concrete Arch Ribs	5 Beam Spans at 48' 3"		Trafalgar	Halton
	Concrete Beam and Slabs	26' 0"		Middle Road	Toronto
	Concrete Rigid Frame	3 Arch Spans at 132' 8"		Trafalgar	Peel
	Concrete Beam and Slabs	3 Beam Spans at 48' 3"		Middle Road	Halton
	Concrete Rigid Frame	34' 8"		Bismark to Beckett's Bridge	Gainsborough
					Lincoln



Bronte Bridge over Twelve Mile Creek. Middle Road, Toronto-Hamilton Highway. Completed 1936.

1936

**Report upon the work of the Municipal Branch  
for the year 1936**

**J. A. P. Marshall, Chief Engineer of Municipal Roads**

**COUNTY ROADS**

Provincial aid to counties on road improvement is given through County Road Systems under The Highway Improvement Act.

Since the passing of The Highway Improvement Act in 1901 and to the end of 1936 a total of \$130,767,711.66 has been expended on construction and maintenance of county roads, of which the Province has contributed \$61,623,763.37. This includes the county expenditure during 1936, on which the provincial subsidy was paid in 1937.

At the end of 1936 the Province was paying subsidies to the counties on 306.3 miles of county roads—approximately 15 per cent. of the total road mileage in the area covered by the County Road System.

Expenditure on county roads in 1936 was as follows:—

	Total Expenditure	Provincial Subsidy
<b>Construction:</b> —		
County Roads.....	\$ 1,369,957.71	\$ 684,966.82
<b>Maintenance:</b> —		
County Roads.....	2,068,230.82	1,033,977.81
Total Expenditure.....	\$ 3,438,188.53	\$ 1,718,944.63

The work on which the above expenditure for construction was made included the following:—

Gravel or Stone .....	123.26	miles.
Surface-treated gravel or stone.....	121.80	"
Low-cost bituminous surfaces .....	65.97	"
Mixed macadam and asphaltic concrete.....	3.24	"
Cement concrete .....	4.42	"
Total.....	318.69	"

Bridges over 10-foot span.....	48	
Steel Arch and concrete culverts .....	40	
Pipe and tile culverts .....	799	

**Construction Work**

A detailed list of the important work undertaken by the various counties is found further in this report grouped in districts.

**Maintenance Work**

Bituminous Surface Treatment.....	329.19	miles.
Dust Prevention Treatment (oil).....	167.10	"
Dust Prevention Treatment (calcium).....	584.09	"
Dust Prevention Treatment (salt).....	2.85	"
Clay-gravel stabilization (calcium).....	74.69	"
Clay-gravel stabilization (salt) .....	19.25	"
Gravel and Crushed Stone Resurfacing:—		
(a) Pitrun gravel applied.....	184,331	cu. yds.
(b) Crushed gravel applied.....	277,409	"
(c) Crushed stone applied.....	71,785	"
Snow Removal — Season 1936-1937:—		
(a) Mileage of road kept open with mechanical equipment	4577	miles.
(b) Snow fence erected.....	402.55	"

### County Suburban Roads

The mileage of suburban roads is 750.5 miles. The expenditure at the end of 1936 amounted to \$24,805,184.23 of which the cities and separated towns have contributed \$6,538,903.32, or five per cent of the total expenditure made on the County Road System.

In 1936 the expenditure on County Suburban Roads was \$752,369.72 of which the Province contributed \$376,164.56 and the cities \$188,102.58.

#### EXPENDITURES ON SUBURBAN ROADS — 1936

Name of County	Mileage	Totals	Government Grants 50%
Brant.....	24.7	\$ 15,936.60	\$ 7,968.30
Carleton.....	89.6	109,765.36	54,882.68
Elgin.....	18.3	2,458.66	1,229.33
Essex.....	37.5	6,071.40	3,035.70
Frontenac.....	28.5	27,039.73	13,519.86
Grey.....	34.2	20,446.61	10,223.31
Kent.....	9.5	3,268.24	1,634.12
Lambton.....	12.0	3,353.63	1,676.81
Lanark.....	7.2	255.00	127.50
Leeds and Grenville { Smith's Falls.....	4.0	5,969.41	2,984.71
{ Brockville.....	6.3	2,879.80	1,439.90
Lincoln.....	12.3	4,783.54	2,391.77
Middlesex.....	35.2	8,356.79	4,178.39
Ontario.....	13.5	9,903.54	4,951.77
Oxford.....	3.9	671.36	335.68
Perth.....	7.5	1,668.79	834.39
Peterboro.....	40.0	26,370.15	13,185.08
Waterloo { Kitchener.....	6.2	9,772.18	4,886.09
{ Galt.....	7.5	10,049.65	5,024.83
Welland { Niagara Falls.....	9.9	4,273.93	2,136.96
{ Welland.....	6.5	2,888.14	1,444.07
Wellington.....	13.0	6,432.29	3,216.14
Wentworth.....	61.5	62,325.14	31,162.57
York.....	261.7	407,429.78	203,694.60
Totals.....	750.5	\$ 752,369.72	\$376,164.56

#### DISTRICT No. 1 — Counties of Essex, Kent and Lambton.

*Essex* — During the season 1.25 miles of plant-mix asphalt mulch was laid on County Road No. 6 at Stoney Point. Draining, grading and the surfacing of one mile on County Road No. 3 north of Cedar Creek in S. Gosfield Township was carried out. Maintenance work was carried out to a high standard.

*Kent* — 1.5 miles asphalt mulch was laid on County Road No. 3 from King's Highway No. 2 to Bothwell and 1.5 miles of a similar surface on Road No. 15 south of King's Highway No. 3; 1.1 miles in the Village of Erieau; 1.5 miles of tar mulch was laid on County Road No. 12 south of King's Highway No. 3.

About 5 miles of gravel road south from Charing Cross to Cedar Springs was stabilized with clay and calcium chloride.

*Lambton* — On County Road No. 2 in Con. IV in Euphemia relocation work was carried out entailing 4,000 cubic yards cut. Three culverts were extended on Road No. 9 in Bosanquet.

In preparation for a more permanent surface 2.5 miles of Plank Road (Sarnia Sub. Area) was scarified and the old plank removed. The reconditioning of one power maintainer, and the purchase of another practically eliminated horse patrols on maintenance.

DISTRICT No. 2 — *Counties of Elgin, Middlesex and Huron.*

*Elgin* — The McIntosh Bridge over the Thames River between the Counties of Elgin and Middlesex was reconstructed. The total over all length of the four spans is 313 feet, 11.5 inches, and the piers of concrete were placed on creosote piles.

In Port Stanley the approaches to the Bridge were improved, and on County Road No. 30 in Yarmouth Township 0.5 miles of grading and graveling was completed.

Maintenance work was efficiently carried out over the entire system.

*Middlesex County* — Plover Mills Hill on County Road No. 26 in West Nissouri Township was graded. This work will be completed in 1937. 15 miles of light grading was carried out on various roads of the County Road System. 40 pipe culverts were installed.

Maintenance work was carried out over the entire system.

*Huron* — At Grand Bend a stream diversion was undertaken and a new bridge was constructed which greatly improved the corner.

About ten miles of salt stabilization was laid. Maintenance work was efficiently carried out over the entire system.

DISTRICT No. 3 — *Counties of Norfolk, Oxford and Perth.*

*Norfolk* — Construction 8.25 miles of grading was undertaken, and 5.75 miles of graveling. 1,354 feet of perforated pipe for drainage purposes was laid. 9,705 cubic yards of crushed gravel was used and 35,500 cubic yards of earth moved in the grading operation.

9 pipe culverts and 2 arch abutment culverts were built.

Maintenance, 65,800 square yards of retreading mulch roads. 150,500 square yards double surface treatment, and 515,400 square yards of various types of tar stabilized surfaces. In all, 251,000 gallons of bituminous material was used, and 20,118 cubic yards of commercial stone and crushed gravel was used in resurfacing operations.

*Oxford* — Four narrow bridges were replaced by modern structures.

8 miles of bituminous surface treatment was carried out and 6.6 miles were stabilized with clay and calcium chloride.

Twenty miles of snow fence was erected on County Roads.

Maintenance work was efficiently carried out over the entire system.

*Perth County* — Five miles of new grade was constructed and metalled. Forty-one pipe culverts were installed.

DISTRICT No. 4 — *Counties of Haldimand, Lincoln and Welland.*

*Haldimand* — The York Bridge extension was carried out. This work consisted of replacing wooden trestle with three spans each of 47 feet span of rigid frame type reinforced concrete. Other extensions were made to the Kohler and Nagel Bridges on County Road No. 8.

17 miles of bituminous surface treatment was carried out as well as 6.5 miles of stabilized roads with calcium chloride.

Maintenance work was well carried out over the entire system,

*Lincoln* — Double bituminous surface treatment of 8 miles was undertaken and 34 miles of bituminous surface treatment. The Rockway Bridge was widened to 32 feet and a very sharp reversed curve in the road was improved. The Sink Hole Bridge on the county line between Lincoln and Wentworth was built in a new location. In the St. Catharine Suburban Area 0.2 miles of concrete pavement were widened.

General maintenance work has been efficiently carried out over the entire system.

*Welland* — Three miles of county roads were widened to twenty foot width with bituminous penetration and earth shoulders widened to correspond. Eleven miles of bituminous surface treatment was carried out, and fifty miles of bituminous cold patching was done. Alignment was improved at the Netherby Corner.

#### DISTRICT NO. 5 — *Counties of Brant, Waterloo, Wellington and Wentworth.*

*Brant* — Two miles of grading and metalling was done, and 0.5 miles of underdraining. Two miles of road was stabilized with calcium chloride and six miles with salt. One reinforced concrete bridge of 18 foot span was constructed.

Maintenance work was well carried out with power maintainer and using a truck with underslung blade over the entire system.

*Waterloo* — The Hartman Bridge in the Village of New Hamburg of 136 foot span of steel and concrete was constructed. Very little construction work was done in this county during 1936, but maintenance work was efficiently carried out and the high standard was kept up. A very commendable feature is that of tile draining all roads as they break up in the spring.

125 miles were kept open during the winter, costing \$60.12 per mile including snow fences and repairs.

*Wellington* — During the season of 1936, 8 miles of grading was undertaken and this mileage was also surfaced with gravel. Thirty miles of road were treated with bituminous dust layer, and fifty miles were treated with calcium chloride.

Maintenance work was efficiently carried out over the entire system.

*Wentworth* — Nine miles of grading was undertaken on the County Road System. In the Hamilton and Wentworth Suburban Area 5 miles of retreads was built. On County Road No. 11 the Hildreth Bridge was constructed.

Maintenance work was efficiently carried out over the entire system which reflects the high standard of organization here.

#### DISTRICT NO. 6 — *Counties of Bruce and Grey.*

*Bruce* — 3.67 miles of bituminous retread pavement was laid between Walkerton and Paisley, and about 1 mile in the Villages of Tiverton and Wiarton. Approximately 5 miles of new grade was constructed at various locations throughout the system consisting chiefly of hill cutting. Four new reinforced concrete bridges were constructed by contract.

1.25 miles of bituminous double surface treatment was carried out on the Elora Road immediately north of King's Highway No. 9.

The entire system was maintained in a very creditable manner considering the prolonged drought during the season. 70 miles of gravel road was treated with calcium chloride in addition to 6 miles of stabilization west of Hepworth.

*Grey* — Several sharp corners were eliminated on the Beaver Valley Road through Collingwood and Euphrasia Townships. On the Owen Sound Suburban Area 2.87 miles of bituminous retread pavement was laid on the Leith Road, and hill cutting undertaken in Sarawak Township north of Owen Sound.

Crushed gravel from the County pit was delivered to the roads at an average cost of 51.7 cents per cubic yard.

Maintenance work was well carried out, and 75 miles of gravel roads were treated with calcium chloride.

#### DISTRICT No. 7 — *Counties of Dufferin, Halton, Peel and Simcoe.*

*Dufferin* — Maintenance work was the principal county activity during 1936. About 10 miles of semi-stabilized road was built using calcium chloride.

About 21,000 cubic yards of crushed gravel was used in resurfacing costing .69 cents per cubic yard laid on the road.

*Halton* — The ten-foot concrete pavement from Bronte Station to King's Highway No. 2 was widened out to eighteen feet by building a four-foot strip of cold mix on each side of the original pavement. The bituminous pavement through the Village of Glen William was extended nine hundred feet. Two concrete bridges and two concrete culverts were built.

Maintenance work was well carried out over the entire system. 18,500 cubic yards of crushed gravel was used in resurfacing. 8.44 miles of gravel roads were treated with calcium chloride.

*Peel* — Two one mile sections of a pre-mixed bituminous gravel mulch pavement twenty feet in width were laid.

A level railway crossing in Albion Township was greatly improved by the cutting of the banks along the railway, widening the roadway out to twenty-eight feet, and extending a concrete culvert.

A bituminous surface treatment was applied to 3.5 miles of road. Also as a dust prevention treatment, oil was used for 8 miles and calcium chloride applied to 5 miles of county roads.

The entire system was well maintained.

*Simcoe* — During the 1936 season, Piper's Hill in Adjala Township was reduced to a seven per cent. grade and widened out to twenty-eight feet. This necessitated extending one concrete culvert 32 feet and removing 12,000 cubic yards of earth.

Seven miles of road was treated with oil and twenty-eight miles with calcium chloride for preventing dust. The County also erected 23 miles of snow fence and used 16,000 cubic yards of road metal in resurfacing.

Maintenance work was well carried out over the whole system.

#### DISTRICT No. 8 — *Counties of Ontario, Victoria and York.*

*Ontario* — 3.75 miles of bituminous retread was laid on County Road No. 10 in Uxbridge Township, on County Road No. 16 from King's Highway No. 12 westerly, on County Road No. 2 Port Perry southerly and on County Road No. 4 from King's Highway No. 12 westerly. 1.25 miles was also laid in the Oshawa Suburban Area on County Road No. 2 in Con. VI East Whitby Township.

Maintenance work consisting of gravel resurfacing on twenty-five miles and oiling 13.5 miles of gravel roads. 13.8 miles were stabilized using calcium chloride and 2.8 miles were treated with calcium chloride as a dust layer.

*Victoria* — Grading and graveling was carried out on County Road No. 4 for 1.2 miles in Ops Township, and also on Road No. 21, 1.2 miles in Con. III and IV, Fenelon. Relief Labour from the Town of Lindsay was used on these works.

26 miles of county roads were resurfaced. Stabilization with clay and calcium chloride was carried out on 20 miles and dust layer (calcium chloride) applied on 14 miles.

*York* — The main construction projects during 1936 were (1) 1.74 miles of bituminous macadam pavement was laid on Bathurst Street from Glencairn Avenue to Wilson Avenue, (2) 2.73 miles of bituminous gravel mulch was laid on the Aurora Road from Potageville westerly, (3) 3.92 miles of cement concrete was constructed on the York Road from the Kennedy Road to Oriole, (4) 3.72 miles of grading and graveling with necessary structures was carried out on Steeles Avenue from Yonge Street to the Don Mills Road.

Maintenance work consisted of 50 miles of gravel and stone resurfacing, 50 miles of bituminous surface treatment, 17 miles of dust-layer (calcium chloride) applied, and the keeping open of 300 miles of winter roads.

**DISTRICT NO. 9** — *Counties of Hastings, Northumberland and Durham, Peterborough, and Prince Edward.*

*Hastings* — The county roads in the Village of Tweed were surfaced with bituminous pre-mix retread and the pavement in the Village of Marlbank widened with the same material.

A new concrete and steel bridge of 40 foot span was constructed to replace the narrow bridge at West Huntingdon on County Road No. 1, also the Bridges at Stoco were strengthened by the addition of heavy steel stringers and concrete floor placed on one.

Maintenance work consisted of dust laying, resurfacing throughout the system.

*Northumberland and Durham* — Many old culverts of wooden construction across various roads were replaced with steel culverts. The construction of the pier common to the swing span of the Wallace Point Bridge (Boundary of Northumberland and Durham and Peterborough) was commenced late in the year.

General maintenance work was carried out and the roads kept in a fair condition by power maintainer and resurfacing with gravel. Approximately 13 miles of paved roads were surfaced.

*Peterborough* — A bituminous gravel mulch was laid in Warsaw Village, and also 1 mile east of the City of Peterborough on Warsaw Road. Doxe's Bridge in Chandos Township consisting of concrete and steel span of 73 feet was constructed.

Maintenance work was efficiently carried out over the entire system.

*Prince Edward* — 3.45 miles of bituminous retread was constructed.

Roads were maintained, the gravel by power maintainer, and the macadam by surface treatment and patching.

**DISTRICT NO. 10 — Counties of Frontenac, Lennox and Addington, Leeds and Grenville.**

*Frontenac* — 1.5 miles of mixed macadam was laid on Division Street in the Kingston Suburban Area. 3.8 miles double surface treatment was carried out in three sections—one on the Woodburn Road No. 12 in Pittsburg Township, one on the Harrowsmith Road No. 5, and also south of Harrowsmith on No. 3B.

The timber bridge at Hawley's Swamp Road No. 6S was replaced by a covered bridge.

During the year the Kingston Suburban Area purchased a spraying machine to be used for patching, and also weed killing.

Maintenance work was efficiently carried out over the system.

*Lennox and Addington* — Two miles of bituminous retread was laid and three miles of waterbound macadam surface treated.

Mention should be made of the death of Mr. T. V. Anderson who died as a result of an accident. Mr. T. V. Anderson's services as County Road Superintendent will long be remembered for the splendid part he played in the improvement of roads in this county.

*Leeds and Grenville* — 2.75 miles of bituminous retread was laid. 0.75 miles being in the Smith Falls Suburban Area, one mile on County Road No. 13 at Phillipsville, and one mile on County Road No. 3A from King's Highway No. 2 towards Ivy Lee. One mile of bituminous gravel mulch was laid on County Road No. 24 east of Kemptville, and one block of concrete pavement laid in the Village of Cardinal.

Maintenance work was carried out over the entire system.

**DISTRICT NO. 11 — Counties of Carleton, Lanark and Renfrew.**

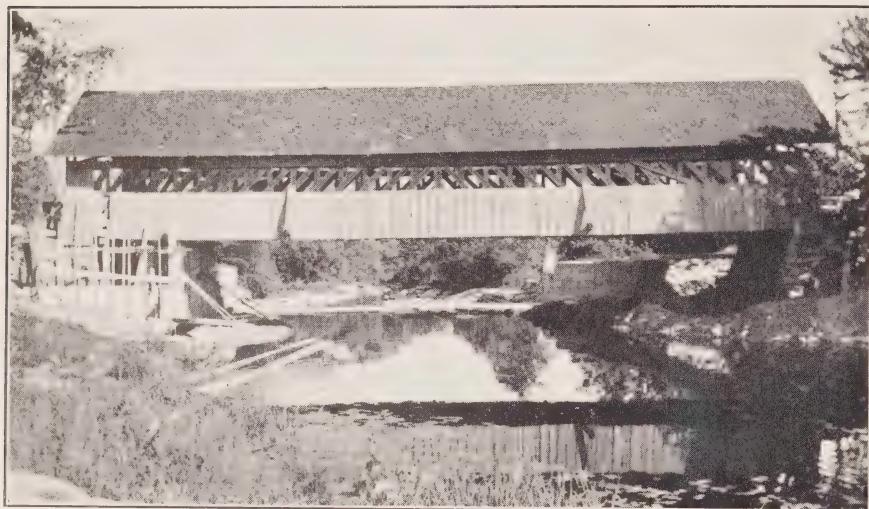
*Carleton* — Construction of the Richmond Road through Westboro was undertaken as well as the widening of surface and shoulders on part of Richmond Road. Heavy grading was carried out on the River Road.

The Suburban Roads Commission continued their policy of stabilizing gravel surfaces preparatory to paving.

Last of its kind in Stormont, Dundas and Glengarry Counties, and probably in Ontario, the old covered bridge at Martintown, shown in the accompanying photographs, is being demolished to make way for a modern steel structure. While the wooden bridge is perfectly sound, with the exception of a little rot at the abutment ends, it was not strong enough to carry heavy truck traffic, as the St. Andrews-Martintown County Highway is now such an important road through Glengarry, and a new bridge became necessary.

Actual records are lacking, but it is believed that the covered wooden bridge was built in 1862, five years before Confederation, as a connecting link in the old King's Highway from Montreal to Toronto. The King's Road was built as a military precaution, to facilitate the rapid movement of troops, but was never called upon to serve that purpose.

The original bridge preceding the covered structure, was swept away when the River Aux Raisin (Black River) flooded its banks in 1861 or 1862. At that time Martintown was known as McMartin's Mills, and was a thriving little centre. The mill pond created by the dam under the bridge, provided a source of water power for small textile and grain mills which played an important part in the life of the community, and many general stores and blacksmith shops reflected the prosperity which they created.



Covered Bridge, Martintown, Glengarry County. One of the last covered bridges in Ontario. Replaced 1936.



Steel Bridge replacing old covered Bridge at Martintown.

*Lanark* — Considerable maintenance work was done by power machinery, and the road surfaces are in fair condition. The Smith Falls-Merrickville Road is now completed with bituminous top throughout.

2.5 miles were stabilized using calcium chloride.

*Renfrew* — A reinforced concrete and steel bridge 36 foot span was built at Forresters Falls. Plans for a large bridge over the Bonnechere River at Burnstown were started.

Considerable maintenance was carried out over the entire system and the county roads appear in good condition.

#### DISTRICT NO. 12 — *Counties of Prescott and Russell, Dundas, Stormont and Glengarry.*

*Prescott and Russell* — A crushed gravel surface was placed on County Road No. 15 in Township of Cumberland, and on the Russell-Cambridge Boundary.

Considerable cold patching was done in an effort to hold rapidly breaking bituminous roads. Road No. 13 was surface treated for eight miles from Vankleek Hill easterly. Extensive repairs were made to the Castore Bridge on County Road No. 5.

*Dundas, Stormont and Glengarry* — The covered bridge at Martintown in Glengarry County after 75 years service was replaced with a reinforced concrete and steel structure of 72 foot span. Twelve miles of bituminous pre-mix retread pavement was laid in one and two mile sections throughout the county. One and three quarter miles of grading completed on Roads No. 8 and No. 18, Townships of Williamsburg and Lancaster.

Surface treatment was applied to 72 miles of bituminous roads. Maintenance work was efficiently carried out over the entire system.

### ROAD CONFERENCE

The Twenty-Second Annual Road Conference was held on the 17th and 18th of February, 1936, and was largely attended by the various municipal officials. This annual interchange of experience and opinions is creating a great interest among the officials. Over two hundred were registered at the conference held in Forrester's Hall, College Street, Toronto.

In addition the Ninth Annual District Conference was held in London in March 1936 comprising the Middlesex, Elgin and Huron District, and the Eighth Annual Conference was held in Chatham also in March 1936 comprising the Essex, Lambton and Kent District. These smaller gatherings are very valuable supplement to the larger one and the friendly exchange of experiences in these districts thus made possible are believed by this Branch to be of great practical benefit to all those participating.

### TOWNSHIP ROADS

The total approved expenditure in 1936 of the 343 townships receiving aid under the Highway Improvement Act amounts to \$2,947,614.15. Subsidies amounting to \$1,232,974.17 were paid through the Highway Department.

The following shows the growth of provincial aid to townships on road improvement under the provisions of The Highway Improvement Act:-

1916.....	\$ 1,241.71	towards Supt's salary.
1917.....	1,608.72	"
1918.....	1,910.59	"
1919.....	2,620.00	"
1920 (184 townships).....	340,973.38	commencement of aid
1921 (294 " ).....	708,486.91	on improvement.
1922 (312 " ).....	649,601.47	
1923 (315 " ).....	614,037.88	
1924 (320 " ).....	638,940.11	
1925 (272 " ).....	988,633.29	
1926 (295 " ).....	1,317,146.17	
1927 (307 " ).....	1,619,169.74	
1928 (324 " ).....	1,802,640.64	
1929 (337 " ).....	2,105,741.41	
1930 (342 " ).....	2,451,334.10	
1931 (344 " ).....	1,805,658.51	
1932 (343 " ).....	1,315,025.55	
1933 (338 " ).....	988,342.09	
1934 (338 " ).....	1,229,523.31	
1935 (339 " ).....	1,219,153.18	
1936 (343 " ).....	1,232,974.17	
	<u>\$ 21,027,381.91</u>	

## BRIDGES

A comprehensive analysis of all county and township bridges and culverts was carried out and completed. This schedule shows the number and size of such structures already built to a reasonable standard, and gives similar information including costs for those structures which will need to be built within the next few years.

## RAILROAD CROSSINGS

During the year a survey was made of all railroad crossings on both county and township roads by the various district engineers of this Branch.

## REGULATIONS

During 1936 the County Road Regulations and Township Road Regulations were revised and brought up to date and distributed to the various officials.

## NEW FEATURES

The Department publishes, as a matter of interest, a statement showing the typical taxation on farms of 100 acres taken from information out of the county and township levies. This comparative statement is made up by taking the total local assessment of a typical township in the county showing the total taxes paid by the individual tax payer on this 100 acres and shows the amount of road taxes including King's Highways, County Roads and Township Roads.

## INDIAN RESERVES

During the year 1936, the expenditure made on Indian Reserves was \$39,368.52 on which the Department subsidy amounted to \$17,963.64. Thirteen Indian Reserves are participating in Departmental assistance under the Highway Improvement Act.

<b>Indian Reserve</b>	<b>Expenditure</b>
Alnwick.....	\$ 474.36
Cape Crocker.....	3,452.83
Caradoc.....	7,222.08
Kettle and Stony Point.....	1,354.21
Moravain.....	263.62
Mud Lake.....	311.15
New Credit.....	1,246.77
Rice Lake.....	169.70
Sarnia.....	1,219.96
Saugeen.....	1,583.58
Six Nations.....	16,488.44
Tyendinaga.....	4,466.45
Walpole Island.....	1,115.37
	\$ 39,368.52

### CONCLUSION

The county engineers and superintendents of the various counties and suburban commissions along with the township road superintendents are making a great contribution to the improvement of municipal roads throughout Ontario, and this Department acknowledges with appreciation the kindly co-operation of all officials in this splendid work for the welfare of the people of Ontario.



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## APPENDICES

Nos. 1 to 15

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APPENDIX  
DETAILS OF CONSTRUCTION KING'S

County	Bit. Mixed Method	Culverts and Extensions Built		Bridges and Subways	Miles of Grading and Shoulders	Miles of Gravel- ling
		Culverts Built	Exten- sions			
Brant					1.	8.
Bruce				1		44.3
Carleton				1		
Dufferin		5			.5	9.76
Elgin		16		2	8.2	9.
Essex		1	1	1	.2	7.1
Frontenac	1.64	4				
Grey	.5	45 C.I.P.	3	2	10.5	3.87
Haldimand		1	32		13.5	36.81
Halton		49				
Hastings		2 C.I.P.	15	2	14.53	
Huron	5.2	6		1	1.25	5.82
Kent		7			15.	38.6
Lambton		3	2		.2	18.6
Lanark		5.01	1		6.5	67.3
Leeds and Grenville		10				
Lennox and Addington		10 C.I.P.	10		10.06	4.71
Lincoln	.3	4				
Middlesex		16 C.I.P.		1	9.86	8.95
Norfolk		13				
Northumberland and Durham		6 C.I.P.		2	3.	
Ontario		9		1	5.	30.
Oxford						
Peel		10			3.5	4.3
Perth		1	23		5.95	8.95
Peterborough		4.4	1		.2	15.
Prescott and Russell		51 C.I.P.			7.	10.6
Prince Edward		9			2.05	
Renfrew		39 C.I.P.			6.1	
Simcoe		1	23		22.72	
Stormont, Dundas and Glen-Garry		16				
Victoria	5.5	19 C.I.P.		1	12.35	27.53
Waterloo		1	5		4.1	9.
Welland		7			11.8	13.3
Wentworth		8 C.I.P.			8.6	2.
York		12			3.	
Welling-ton		1				
	1.7	9 C.I.P.				
		6	9	1	2.2	
		1 C.I.P.				
		28	22		20.97	

## IMPROVEMENT IN ONTARIO FOR 1936

43

No. 1

HIGHWAYS, APRIL 1st, 1936—MARCH 31st, 1937

Miles of Traffic Bound Macadam	Miles of Bitumen Penetration	Miles of Asphaltic Concrete	Miles of Concrete Pavement	Lin. Ft. of Guard Rail	Lin. Ft. Storm Sewers and Tiling	Miles of Surface Treatment	Miles of Gravel Road Maint.	Miles of New Snow Fence Erected
		1.2			2600.	1.3	8.	.07
				736.25	3000.	23.55	63.5	.12
		4.			400.		9.76	
		7.1			49400.		9.	13.4
4.82	3.9				63000.	7.7	7.1	1.2
			20'5		1854.	29.		12.12
		2.5	10'7.	740.	22169.	12.8	36.81	2.5
						7.1		10.5
10.3		1.2	4.33	60.	52500.	20.45	3.65	15.43
18.5					250.	13.	65.	3.5
			5.2	10560.	31680.	4.	61.25	23.
			3.5			9.5	18.6	.6
					34000.		67.3	5.6
		5.4		141.3	2250.	7.6		
					1267.	4107.5	11.5	4.56
					11985.	206.	5.2	
								11.79
								6.8
						6.	40.2	1.8
		2.		2600.		4.		.6
							21.2	2.5
3.5							21.74	
		3.25					9.	13.5
					8267.	14.1	14.15	5.93
					6336.	5.	37.53	5.
			2.3	12000.	3900.		46.23	10.5
			2.05	500.	4630.	9.4	5.	
6.1			4.5	660.	3875.	9.		4.6
						4.2	21.	.49
			3.7	5990.	1000.		88.68	15.24
2.2		30.	9.47	347.5	2465.	10.3	4.3	1.2
							15.5	14.5
					6700.			
					2640.	2640.		13.2
								5.7
			.25		3200. s.s.		8.5	
					40009. Tile	31.06		2.1
800 ft.	1.	.4	5.45	1150.	10465.	4.	9.95	11.91

**APPENDIX No. 2**  
**GROSS EXPENDITURE BY COUNTIES**  
**April 1, 1936 to March 31, 1937**

County	Construction	Maintenance	Total
<b>BRANT:</b>			
Highway No. 2.....	\$ 3,472.31	\$ 8,473.58	\$ 11,945.89
" No. 5.....	4,197.06	3,199.93	7,396.99
" No. 24.....	2,980.02	7,299.26	10,279.28
" No. 24A.....	543.35	1,452.98	1,996.33
Burford Road.....	8,269.72	8,046.98	16,316.70
Total.....	\$ 19,462.46	\$ 28,472.73	\$ 47,935.19
<b>BRUCE:</b>			
Highway No. 4.....	\$ 24,047.92	\$ 8,611.30	\$ 32,659.22
" No. 9.....	4,754.75	10,642.39	15,397.14
" No. 21.....	30,502.70	29,090.87	59,593.57
Total.....	\$ 59,305.37	\$ 48,344.56	\$ 107,649.93
<b>CARLETON:</b>			
Highway No. 15.....	\$ 686.21	\$ 12,733.51	\$ 13,419.72
" No. 16.....	66,094.00	17,345.87	83,439.87
" No. 17.....	3,807.33	15,402.31	19,209.64
" No. 29.....	7,243.21	4,662.15	11,905.36
" No. 31.....	9,379.54	4,638.46	14,018.00
Total.....	\$ 87,210.29	\$ 54,782.30	\$ 141,992.59
<b>DUFFERIN:</b>			
Highway No. 9.....	\$ 3,943.37	\$ 5,881.41	\$ 9,824.78
" No. 10.....	7,967.67	9,800.94	17,768.61
Orangeville-Schomberg.....	524.08	24.10	548.18
Total.....	\$ 12,435.12	\$ 15,706.45	\$ 28,141.57
<b>ELGIN:</b>			
Highway No. 3.....	\$ 27,239.22	\$ 19,445.85	\$ 46,685.07
" No. 4.....	62,958.15	4,272.87	67,231.02
" No. 19.....	100,186.49	7,762.83	107,949.32
New Glasgow-Rodney.....	130,526.16	762.85	131,289.01
Eagle-West Lorne.....	1,898.51	360.38	2,258.89
Wallacetown-Dutton.....	1,017.29	458.40	1,475.69
Total.....	\$ 323,85.82	\$ 33,063.18	\$ 356,889.00
<b>ESSEX:</b>			
Highway No. 2.....	\$ 2,669.87	\$ 6,322.32	\$ 8,992.19
" No. 2A.....	9,090.05	5,621.25	14,711.30
" No. 3.....	902.47	8,647.27	9,549.74
" No. 3B.....	394.69	1,850.45	2,245.14
" No. 18.....	179,615.03	9,426.96	188,041.99
" No. 39.....	1,334.12	5,928.03	.262.15
Pele Island.....	17,380.22	211.61	17,591.83
Total.....	\$ 211,386.45	\$ 38,007.89	249,394.34
<b>FRONTENAC:</b>			
Highway No. 2.....	\$ 173,851.37	\$ 8,377.12	\$ 182,228.49
" No. 7.....	9,390.48	14,139.86	23,530.34
" No. 15.....	533.52	19,443.89	19,977.41
" No. 33.....	96,588.06	1,664.21	98,252.27
" No. 38.....	200,284.87	20,526.80	220,811.67
Wolfe Island.....	15,159.17	2,345.44	17,504.61
Total.....	\$ 495,807.47	\$ 66,497.32	\$ 562,304.79

## IMPROVEMENT IN ONTARIO FOR 1936

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County	Construction	Maintenance	Total
<b>GREY:</b>			
Highway No. 4.....	\$ 5,105.17	\$ 16,809.67	\$ 21,914.84
" No. 6.....	11,238.63	22,256.63	33,495.26
" No. 10.....	215,549.63	15,392.00	230,941.63
" No. 21.....	4,009.60	5,241.85	9,251.45
" No. 26.....	22,582.82	16,893.03	39,475.85
Total.....	\$ 258,485.85	\$ 76,593.18	\$ 335,079.03
<b>HALDIMAND:</b>			
Highway No. 3.....	\$ 2,001.88	\$ 5,888.15	\$ 7,890.03
" No. 6.....	28,532.15	14,624.48	43,156.63
Darkie Side Road.....	2,403.51	1,544.02	3,947.53
Total.....	\$ 32,937.54	\$ 22,056.65	\$ 54,994.19
<b>HALTON:</b>			
Highway No. 2.....	\$ 72,452.19	\$ 5,399.41	\$ 77,851.60
" No. 5.....	15,944.53	15,235.83	31,180.36
" No. 7.....	1,199.23	10,826.34	12,025.57
" No. 25.....	171,472.34	3,105.16	174,577.50
Queen Street.....	647,353.94	2,979.83	650,333.77
Highway No. 20 to Highway No. 25 at Burlington new Diversion.....	169,148.34	2.25	169,150.59
Total.....	\$1,077,570.57	\$ 37,548.82	\$1,115,119.39
<b>HASTINGS:</b>			
Highway No. 2.....	\$ 60,252.23	\$ 19,756.71	\$ 80,008.94
" No. 7.....	8,766.58	16,179.61	24,946.19
" No. 14.....	51,793.01	16,002.41	67,795.42
" No. 33.....	1,259.10	1,661.57	2,920.67
" No. 37.....	18,177.39	17,977.89	36,155.28
Total.....	\$ 140,248.31	\$ 71,578.19	\$ 211,826.50
<b>HURON:</b>			
Highway No. 4.....	\$ 121,600.76	\$ 13,722.25	\$ 135,323.01
" No. 8.....	1,917.11	5,856.15	7,773.26
" No. 9.....	97.54	365.72	463.26
" No. 21.....	111,727.82	23,468.49	135,196.31
" No. 23.....	1,425.68	2,056.57	3,482.25
Preliminary Survey.....	234.69	.....	234.69
Total.....	\$ 237,003.60	\$ 45,469.18	\$ 282,472.78
<b>KENT:</b>			
Highway No. 2.....	\$ 108,989.20	\$ 11,986.97	\$ 120,976.17
" No. 3.....	2,841.56	10,342.23	13,183.79
" No. 21.....	80,152.48	10,123.06	90,275.54
" No. 40.....	19,465.79	9,978.96	29,444.75
Total.....	\$ 211,449.03	\$ 42,431.22	\$ 253,880.25
<b>LAMBTON:</b>			
Highway No. 7.....	\$ 12,841.80	\$ 14,803.24	\$ 27,645.04
" No. 21.....	14,468.55	12,819.26	27,287.81
" No. 21A.....	35,448.99	2,399.29	37,848.28
" No. 22.....	116.97	2,621.19	2,738.16
" No. 40.....	225,053.47	21,669.74	246,723.21
Sarnia N. Lake Shore Road.....	18.55	.....	18.55
Sarnia-Port Huron Bridge.....	5,559.64	.....	5,559.64
Total.....	\$ 293,507.97	\$ 54,312.72	\$ 347,820.69

<b>County</b>	<b>Construction</b>	<b>Maintenance</b>	<b>Total</b>
<b>LANARK:</b>			
Highway No. 7.....	\$ 12,730.07	\$ 10,330.07	\$ 23,060.14
" No. 15.....	100,510.43	9,421.22	109,931.65
" No. 29.....	60,591.44	8,502.79	69,094.23
Total.....	\$ 173,831.94	\$ 28,254.08	\$ 202,086.02
<b>LEEDS AND GRENVILLE:</b>			
Highway No. 2.....	\$ 103,448.00	\$ 18,021.36	\$ 121,469.36
" No. 15.....	282.48	16,635.67	16,918.15
" No. 16.....	55,227.79	9,978.18	65,205.97
" No. 29.....	1,411.57	8,687.92	10,099.49
" No. 32.....	2,505.82	5,674.81	8,180.63
Forthton-Westport.....	47,961.49	4,952.54	52,914.03
Preliminary Survey.....	3,459.89	.....	3,459.89
Total.....	\$ 214,297.04	\$ 63,950.48	\$ 278,247.52
<b>LENNOX AND ADDINGTON:</b>			
Highway No. 2.....	\$ 7,081.95	\$ 6,711.10	\$ 13,793.05
" No. 7.....	9,733.76	5,940.37	15,674.13
" No. 33.....	118,056.13	7,089.06	125,145.19
" No. 41.....	23,119.59	11,211.03	34,330.62
Amherst Island.....	8,646.76	.....	8,646.76
Total.....	\$ 166,638.19	\$ 30,951.56	\$ 197,589.75
<b>LINCOLN:</b>			
Highway No. 8.....	\$ 92,128.17	\$ 11,537.29	\$ 103,665.46
" No. 8A.....	380.79	432.80	813.59
" No. 20.....	37,183.97	8,721.14	45,905.11
Total.....	\$ 129,692.93	\$ 20,691.23	\$ 150,384.16
<b>MIDDLESEX:</b>			
Highway No. 2.....	\$ 6,868.82	\$ 17,807.10	\$ 24,675.92
" No. 4.....	32,782.27	10,410.57	43,192.84
" No. 7.....	2,406.95	18,522.62	20,929.57
" No. 22.....	1,057.33	6,093.48	7,150.81
" No. 23.....	2,348.20	3,387.32	5,735.52
Delaware-Strathroy.....	1,760.94	1,814.53	3,575.47
Total.....	\$ 47,224.51	\$ 58,035.62	\$ 105,260.13
<b>NORFOLK:</b>			
Highway No. 3.....	\$ 1,583.63	\$ 9,388.54	\$ 10,972.17
" No. 6.....	485.00	2,216.97	2,701.97
" No. 19.....	151.73	451.25	602.98
" No. 24.....	3,278.16	4,452.17	7,730.33
Total.....	\$ 5,498.52	\$ 16,508.93	\$ 22,007.45
<b>NORTHUMBERLAND AND DURHAM:</b>			
Highway No. 2.....	\$ 29,214.69	\$ 41,907.92	\$ 71,122.61
" No. 28.....	1,269.24	6,924.13	8,193.37
" No. 30.....	70,680.07	15,812.87	86,492.94
" No. 33.....	33,107.82	1,500.30	34,608.12
Total.....	\$ 134,271.82	\$ 66,145.22	\$ 200,417.04
<b>ONTARIO:</b>			
Highway No. 2.....	\$ 4,566.10	\$ 12,195.53	\$ 16,761.63
" No. 7.....	625.72	4,274.80	4,900.52
" No. 12.....	20,398.55	28,029.89	48,428.44
Total.....	\$ 25,590.37	\$ 44,500.22	\$ 70,090.59

County	Construction	Maintenance	Total
OXFORD:—			
Highway No. 2.....	\$ 50,108.65	\$ 9,624.45	\$ 59,733.10
" No. 3.....	4,510.57	371.46	4,882.03
" No. 19.....	3,582.40	5,935.89	9,518.29
Burford Road.....	2,701.34	2,030.99	4,732.33
Total.....	\$ 60,902.96	\$ 17,962.79	\$ 78,865.75
PEEL:—			
Highway No. 2.....	\$ 222,158.33	\$ 5,219.13	\$ 227,377.46
" No. 5.....	5,413.32	6,497.60	11,910.92
" No. 7.....	317.35	5,110.74	5,428.09
" No. 10.....	720.07	10,280.51	11,000.58
Orangeville-Schomberg.....	1,373.47	62.00	1,435.47
Nashville-Bolton.....	27,638.11	640.61	28,278.72
Queen Street.....	144,837.79	5,077.33	149,915.12
Total.....	\$ 402,458.44	\$ 32,887.92	\$ 435,346.36
PERTH:—			
Highway No. 7.....	\$ 2,377.04	\$ 3,754.29	\$ 6,131.33
" No. 8.....	21,341.81	10,746.56	32,088.37
" No. 19.....	25,053.72	15,622.11	40,675.83
" No. 23.....	7,129.78	16,539.10	23,668.88
Total.....	\$ 55,902.35	\$ 46,662.06	\$ 102,564.41
PETERBOROUGH:—			
Highway No. 7.....	\$ 147,732.54	\$ 27,906.64	\$ 175,639.18
" No. 28.....	104,789.61	9,070.77	113,860.38
" No. 30.....	82.41	217.02	299.43
Total.....	\$ 252,604.56	\$ 37,194.43	\$ 289,798.99
PRESCOTT AND RUSSELL:—			
Highway No. 17.....	\$ 67,775.77	\$ 28,937.62	\$ 96,713.39
" No. 34.....	3,582.31	3,202.28	6,784.59
Total.....	\$ 71,358.08	\$ 32,139.90	\$ 103,497.98
PRINCE EDWARD:—			
Highway No. 14.....	\$ 2,125.04	\$ 9,501.28	\$ 11,626.32
" No. 33.....	62,316.90	11,589.10	73,906.00
Total.....	\$ 64,441.94	\$ 21,090.38	\$ 85,532.32
RENFREW:—			
Highway No. 17.....	\$ 143,294.96	\$ 16,993.96	\$ 160,288.92
" No. 29.....	120.47	631.85	752.32
Total.....	\$ 143,415.43	\$ 17,625.81	\$ 161,041.24
SIMCOE:—			
Highway No. 9.....	\$ 14,693.23	\$ 7,271.38	\$ 21,964.61
" No. 11.....	5,618.67	18,504.61	24,123.28
" No. 12.....	208,001.05	17,824.77	225,825.82
" No. 26.....	8,015.10	15,354.13	23,369.23
" No. 27.....	45,284.21	17,550.06	62,834.27
Atherly-Washago.....	665.22	1,803.00	2,468.22
Orangeville-Schomberg.....	1,078.28	48.23	1,126.51
Elmvale-Wasaga.....	7,261.31	3,493.16	10,754.47
Total.....	\$ 290,617.07	\$ 81,849.34	\$ 372,466.41

<b>County</b>	<b>Construction</b>	<b>Maintenance</b>	<b>Total</b>
STORMONT, DUNDAS AND GLENGARRY:—			
Highway No. 2.....	\$ 3,376.12	\$ 25,052.41	\$ 28,428.53
" No. 31.....	178,528.60	5,928.17	184,456.77
" No. 34.....	125,139.16	10,123.88	135,263.04
Total.....	\$ 307,043.88	\$ 41,104.46	\$ 348,148.34
VICTORIA:—			
Highway No. 7.....	\$ 4,441.21	\$ 9,434.62	\$ 13,875.83
" No. 35.....	47,046.99	8,083.99	55,130.98
" No. 36.....	143,095.18	5,588.57	148,683.75
Total.....	\$ 194,583.38	\$ 23,107.18	\$ 217,690.56
WATERLOO:—			
Highway No. 7.....	\$ 797.06	\$ 2,373.11	\$ 3,170.17
" No. 8.....	44,263.18	8,895.91	53,159.09
" No. 24.....	417.29	3,356.18	3,773.47
" No. 24A.....	527.68	1,905.47	2,433.15
Waterloo-Elmira.....	35,853.63	3,063.47	38,917.10
Preliminary Survey.....	106.96	.....	106.96
Total.....	\$ 81,965.80	\$ 19,594.14	\$ 101,559.94
WELLAND:—			
Highway No. 3.....	\$ 564.56	\$ 8,326.62	\$ 8,891.18
" No. 3A.....	25,569.37	4,659.70	30,229.07
" No. 8.....	43,281.76	953.19	44,234.95
" No. 20.....	284.68	4,427.36	4,712.04
Canal Road.....	173.07	1,072.81	1,245.88
Dominion Road.....	1,024.43	1,777.53	2,801.96
Total.....	\$ 70,897.87	\$ 21,217.21	\$ 92,115.08
WELLINGTON:—			
Highway No. 6.....	\$ 3,116.86	\$ 24,310.38	\$ 27,427.24
" No. 7.....	1,128.38	7,344.15	8,472.53
" No. 9.....	8,260.48	8,791.03	17,051.51
" No. 23.....	128.28	876.10	1,004.38
" No. 24.....	90.41	1,422.05	1,512.46
Total.....	\$ 12,724.41	\$ 42,743.71	\$ 55,468.12
WENTWORTH:—			
Highway No. 2.....	\$ 31,470.45	\$ 9,085.68	\$ 40,556.13
" No. 5.....	23,553.14	39,333.17	62,886.31
" No. 6.....	16,677.93	11,032.75	27,710.68
" No. 8.....	95,057.84	9,072.50	104,130.34
" No. 20.....	7,878.05	8,415.35	16,293.40
" No. 20A.....	1,424.36	4,129.50	5,553.86
" No. 25.....	37,038.04	68.07	37,106.11
Darkie Side Road.....	34,106.58	847.6	34,954.44
Windermere Cut Off.....	32.96	255.69	2.65
Total.....	\$ 247,239.35	\$ 82,240.57	\$ 329,479.92
YORK:—			
Highway No. 2.....	\$ 217,244.50	\$ 9,825.90	\$ 227,070.40
" No. 5.....	1,211.88	2,875.65	4,087.53
" No. 7.....	353.78	13,603.78	13,957.56
" No. 11.....	63,445.84	20,662.43	84,108.27
" No. 27.....	104,848.93	4,184.86	109,033.79
Queen Street.....	4,783.09	1,889.05	6,672.14
Kleinburg-Nashville.....	13,087.51	1,358.80	14,446.31
Orangeville-Schomberg.....	228.90	10.33	239.23
Total.....	\$ 405,204.43	\$ 54,410.80	\$ 459,615.23
TYENDENAGA INDIAN RESERVE:—			
Highway No. 2.....	\$ 386.29	\$ 2,053.63	\$ 2,439.92
TOWN OF BURLINGTON:—			
Highway No. 2.....	.....	289.62	289.62
TOWN OF OAKVILLE:—			
Highway No. 2.....	.....	142.54	142.54
GRAND TOTAL.....	\$7,019,427.41	\$1,538,218.22	\$8,557,645.63

**APPENDIX No. 3**  
**GROSS EXPENDITURE BY ROADS**  
**April 1, 1936, to March 31, 1937**

Highway No.	Location	Mileage	Construction	Maintenance	Total
2	Windsor — Quebec Boundary	541.1	\$ 1,097,611.07	\$ 218,252.48	\$ 1,315,863.55
2A	Windsor — Tilbury	32.19	9,090.05	5,621.25	14,711.30
3	Windsor — Fort Erie	260.	39,643.89	71,146.45	110,790.34
3A	Chambers Corners to Thorold and Wellandport	22.2	25,569.37	4,659.70	30,229.07
3B	Windsor to Highway No. 3	5.33	394.69	1,850.45	2,245.14
4	Port Stanley — Flesherton	155.5	246,494.27	53,826.66	300,320.93
5	Toronto — Paris	64.1	50,319.93	67,142.18	117,462.11
6	Port Dover — Hamilton — Owen Sound	149.6	60,050.57	65,704.88	125,755.45
7	Sarnia — Ottawa	465	214,841.95	164,544.24	379,386.19
8	Niagara Falls — Goderich	155.7	297,989.87	47,061.60	345,051.47
8A	St. Davids — Queenston	2.96	380.79	432.80	813.59
9	Schomberg — Kincardine	112.8	31,749.37	32,951.93	64,701.30
10	Port Credit — Owen Sound	105.	224,237.37	35,473.45	259,710.82
11	Toronto — Severn	95.8	69,064.51	39,167.04	108,231.55
12	Whitby — Midland	97.7	228,399.60	45,854.66	274,254.26
14	Picton — Marmora	51.4	53,918.05	25,503.69	79,421.74
15	Ottawa — Kingston	131.	102,012.64	58,234.29	160,246.93
16	Ottawa — Prescott	62.3	121,321.79	27,324.05	148,645.84
17	Point Fortune — Penetanguishene	172.6	214,878.06	61,333.89	276,211.95
18	Leamington — Windsor	49	179,615.03	9,426.96	189,041.99
19	Port Burwell — Tralee	92.2	128,974.34	29,772.08	158,746.42
20	Niagara Falls — Burlington	53.3	45,346.70	21,563.85	66,910.55
20A	Duff's Corners Hy. 2 to Highway No. 20 Hamilton S. to High- way No. 20	16.18	1,424.36	4,129.50	5,553.86
21	Morpeth — Owen Sound	211.8	240,861.15	80,743.53	321,604.68
21A	Highway No. 7 — Port Franks	19.1	35,448.99	2,399.29	37,848.28
22	London — Sarnia	66.8	1,174.30	8,714.67	9,888.97
23	London — Arthur	86.3	11,031.94	22,859.09	33,891.03
24	Guelph — Port Dover	64.	6,765.88	16,529.66	23,295.54
24A	Paris — Galt	13.1	1,071.03	3,358.45	4,429.48
25	Burlington — Milton	14.37	208,510.38	3,173.23	211,683.61
26	Barrie — Owen Sound	74.6	30,597.92	32,247.16	62,845.08
27	Schomberg — Penetanguishene	62.1	150,133.14	21,734.92	171,868.06
28	Port Hope — Apsley	67.9	106,058.85	15,994.90	122,053.75
29	Brockville — Arnprior	76.4	69,366.69	22,484.71	91,851.40
30	Brighton — Havelock	32	70,762.48	16,029.89	86,792.37
31	Morrisburg — Ottawa	48.4	187,908.14	10,566.63	198,474.77
32	Gananoque — Highway No. 15	12.4	2,505.82	5,374.81	8,180.63
33	Stirling — Kingston	86.2	311,328.01	23,504.24	334,832.25
34	Lancaster — Hawkesbury	38.1	128,721.47	13,326.16	142,047.63
35	Lindsay — Rosedale	22.1	47,046.99	8,083.99	55,130.98
36	Lindsay — Bobcaygeon	23.1	143,095.18	5,588.57	148,683.75
37	Belleville — Actinolite	29.3	18,177.39	17,977.89	36,155.28
38	Kingston — Highway No. 7	47.1	200,284.87	20,526.80	220,811.67
39	Windsor — Belle River	27.2	1,334.12	5,928.03	7,262.15
40	Sarnia — Chatham	50.1	244,519.26	31,648.70	276,167.96
41	Napanee — Kaladar	31.8	23,119.59	11,211.03	34,330.62
42	Brockville — Westport	43.	47,961.49	4,952.54	52,914.03
	New Glasgow — Rodney	4.2	130,526.16	762.85	131,289.01
	Eagle — West Lorne	3.4	1,898.51	360.38	2,258.89
	Wallacetown — Dutton	2.6	1,017.29	458.40	1,475.69
	Pele Island	6.	17,380.22	211.61	17,591.83
	Sarnia N. Lakeshore Road		18.55		18.55
	Sarnia — Port Huron Bridge		5,559.64		5,559.64
	Forward.....		\$5,887,513.72	\$1,498,030.21	\$7,385,543.93

**APPENDIX No. 3**  
**GROSS EXPENDITURE BY ROADS**  
**April 1, 1936, to March 31, 1937**

Highway No.	Location	Mileage	Construction	Maintenance	Total
Brought Forward .....		\$ 5,887,513.72	\$ 1,498,030.21		\$ 7,385,543.93
Brantford — Eastwood (Burford Road).....	20.76	10,971.06	10,077.97		21,049.03
Delaware — Strathroy.....	9.5	1,760.94	1,814.53		3,575.47
Waterloo — Elmira.....	8.6	35,853.63	3,063.47		38,917.10
Orangeville — Schomberg.....	18.5	3,204.73	144.66		3,349.39
Queen Street .....	16.86	796,974.82	9,946.21		806,921.03
Kleinburg — Nashville.....	7.2	40,725.62	1,999.41		42,725.03
Elmvale — Wasaga Beach.....	9.	7,261.31	3,493.16		10,754.47
Atherly — Washago.....	11.	665.22	1,803.00		2,468.22
Amherst Island.....		8,646.76			8,646.76
Wolfe Island.....	28.	15,159.17	2,345.44		17,504.61
Highway No. 20 — Highway No. 25 at Burlington.....	1.36	169,148.34	2.25		169,150.59
Windermere Cut Off.....	1.36	32.96	255.69		288.65
Darkie Side Road.....	15.12	36,510.09	2,391.88		38,901.97
Canal Road, Humberstone — Welland.....	5.	173.07	1,072.81		1,245.88
Dominion Road, Ridgeway — Fort Erie.....	6.77	1,024.43	1,777.53		2,801.96
Preliminary Survey, Res. No. 3.....		341.65			341.65
Preliminary Survey, Res. No. 8.....		3,459.89			3,459.89
Total.....		\$ 7,019,427.41	\$ 1,538,218.22		\$ 8,557,645.63

**APPENDIX No. 4**  
**SCHEDULE OF ASSUMPTIONS AND REVERSIONS OF SECTIONS**  
**OF THE KING'S HIGHWAY SYSTEM**  
**FOR THE FISCAL YEAR ENDING MARCH 31st, 1937**

During the year the system was extended by adding 16.55 miles, less 4.04 miles reverted, making a total assumed of 3,808.92 miles. A total of the roads added to the system, other with the mileage and date of designation also a list of roads or sections reverted from the system, is as follows:—

The King's Highways Assumed Between March 31, 1936 and March 31, 1937					
<u>County</u>	<u>Date of Designation</u>	<u>Municipality</u>	<u>Mileage</u>	<u>Total Mileage</u>	
Bruce.....	12th August, 1936.....	Amabel Township.....	1.20		
Carleton.....	29th July, 1936.....	Southampton Town.....	3.95	5.15	
Dufferin.....	10th February, 1937.....	Gloucester Township.....	9.80		
Elgin.....	5th August, 1936.....	Osgoode Township.....	12.20	22.00	
	16th September, 1936.....	Mono Township.....	3.55	3.55	
	13th January, 1937.....	Aldborough Township.....	4.30		
	13th January, 1937.....	Dunwich Township.....	3.40		
Frontenac.....	19th August, 1936.....	Yarmouth Township.....	2.60		
Grey.....	8th April, 1936.....	Port Stanley Village.....	0.57	11.09	
Haldimand.....	27th March, 1937.....	Wolfe Island Township.....	2.40	2.40	
		St. Vincent Township.....	0.34	0.34	
Halton.....	5th August, 1936.....	N. Cayuga Township.....	0.75		
		Cayuga Village.....	0.55		
Lambton.....	19th August, 1936.....	Seneca Township.....	8.30		
Lanark.....	5th August, 1936.....	Caledonia Village.....	1.30	10.90	
Middlesex.....	16th September, 1936.....	Nelson Township.....	3.83		
Norfolk.....	9th September, 1936.....	Trafalgar Township.....	5.88	9.71	
Ontario.....	5th August, 1936.....	Bosanquet Township.....	11.30	11.30	
	24th March, 1937.....	Beckwith.....	9.46		
		Caradoc Township.....	2.20	10.50	
Oxford.....	9th September, 1936.....	Woodhouse Township.....	10.50	10.50	
	11th November 1936.....	Marl Township.....	7.75	7.75	
Peel.....	12th August, 1936.....	Rama Township.....	2.64		
	10th February, 1937.....	Brock Township.....	8.1		
		Thorah Township.....	2.05		
Prescott.....	13th May, 1936.....	Tillsonburg Town.....	3.95		
Simcoe.....	5th August, 1936.....	Tillsonburg Town.....	0.20		
	10th February, 1937.....	Albion Township.....	0.13	0.13	
Victoria.....	9th December, 1936.....	Toronto Gore Township.....	2.89		
Wellington.....	31st March, 1937.....	Caledon Township.....	0.47		
		Albion Township.....	3.10		
York.....	12th August, 1936.....	Vankieek Hill Town.....	5.15	11.61	
	5th August, 1936.....	Flo Township.....	0.88	0.88	
	10th February, 1937.....	Adjala Township.....	8.87		
		Tecumseh Township.....	3.10		
		Ops Township.....	3.85	15.82	
		Guelph Township.....	3.25	3.25	
		Eramosa Township.....	3.15		
		Erin Township.....	6.15		
		Etobicoke Township.....	11.50	20.80	
		King Township.....	12.03		
		Vaughan Township.....	9.00		
		Vaughan Township.....	9.11		
		King Township.....	3.50		
	10th February, 1937.....	King Township.....	2.35	35.99	
				216.55	

**Reversions in the Fiscal Year Ending March 31st, 1937**

<u>County</u>	<u>Date of Reversion</u>	<u>Municipality</u>	<u>Mileage</u>	<u>Total Mileage</u>
Elgin.....	26th January, 1937.....	Yarmouth.....	0.76	0.76
Frontenac.....	16th August, 1936.....	Wolfe Island Township.....	2.40	2.40
Peterborough.....	11th February, 1937.....	Asphodel Township.....	0.50	0.50
Prince Edward.....	18th October, 1936.....	Sophiasburg Township.....	0.10	0.10
Renfrew.....	16th August, 1936.....	Pembroke Township.....	0.28	0.28
				4.04

**APPENDIX No. 5**  
**GROWTH OF COUNTY ROAD EXPENDITURES AND PROVINCIAL GRANTS**

Year work was done	Number of Counties	Expenditure	Government Grants
1903.	4	\$ 166,149.06	\$ 55,383.02
1904.	7	291,084.42	97,028.48
1905.	7	179,593.62	59,864.53
1906.	10	247,102.37	82,367.45
1907.	14	383,518.86	127,839.62
1908.	15	429,393.57	143,131.16
1909.	16	440,374.08	146,791.36
1910.	17	553,312.61	184,437.54
1911.	19	712,072.52	237,357.50
1912.	20	898,631.18	299,543.69
1913.	20	847,684.15	282,561.35
1914.	20	785,521.93	261,840.61
1915.	20	811,540.05	270,513.34
1916.	23	955,447.19	327,663.76
1917.	32	1,388,341.87	483,621.32
1918.	36	2,226,899.70	815,440.01
1919.	37	5,714,937.19	2,623,719.24
1920.	..	7,956,863.72	3,626,418.08
1921.	..	11,078,288.39	5,119,882.26
1922.	..	9,162,491.79	4,258,339.83
1923.	..	7,403,509.96	3,418,523.07
1924.	..	6,861,451.62	3,214,321.50
1925.	..	6,608,431.04	3,222,678.10
1926.	..	5,838,445.12	2,913,660.96
1927.	..	7,424,464.85	3,706,719.88
1928.	..	8,784,420.42	4,360,222.86
1929.	..	9,212,758.04	4,591,110.16
1930.	..	8,929,424.27	4,463,527.11
1931.	..	7,265,350.65	3,625,860.66
1932.	..	4,214,410.70	2,106,457.18
1933.	..	3,058,622.91	1,529,228.37
1934.	..	3,391,768.96	1,695,291.35
1935.	..	3,107,215.32	1,553,273.39
1936.	..	3,438,188.53	1,718,944.63
<b>Totals to date .....</b>			<b>\$ 130,767,711.66      \$ 61,623,563.37</b>

IMPROVEMENT IN ONTARIO FOR 1936

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**APPENDIX No. 6**  
**COUNTY ROAD MILEAGE AND EXPENDITURE**  
**From Inception of County Road Systems to December 31st, 1936,**  
**Provincial Subsidies on 1936 Expenditure Being Paid in 1937**

County	Year of Establishment of System	Road Mileages			Total Approved Expenditure to end of 1936	Total Government Grant
		County Roads	County Suburban Roads	Total		
		Miles	Miles	Miles		
Brant.....	1917	67.6	24.7	92.3	\$ 2,410,442.80	\$1,196,987.25
Bruce.....	1917	277.9	.....	277.9	3,292,628.44	1,636,293.48
Carleton.....	1909	151.1	89.6	240.7	6,799,873.14	3,192,858.87
Dufferin.....	1918	145.3	.....	145.3	1,382,578.94	654,322.39
Elgin.....	1917	218.6	18.3	236.9	2,488,644.57	1,168,607.91
Essex.....	1916	212.2	37.5	249.7	6,118,806.73	3,003,791.63
Frontenac.....	1906	131.4	28.5	159.9	1,583,505.82	725,743.90
Grey.....	1918	170.8	34.2	205.0	3,367,289.05	1,660,767.67
Haldimand.....	1911	157.5	.....	157.5	2,575,284.66	1,186,301.93
Halton.....	1907	128.3	.....	128.3	2,275,389.60	1,041,749.40
Hastings.....	1904	311.8	.....	311.8	3,402,052.08	1,573,885.48
Huron.....	1917	388.8	.....	388.8	2,799,229.90	1,336,349.70
Kent.....	1917	262.7	9.5	272.2	4,511,675.16	2,252,169.32
Lambton.....	1918	228.9	12.0	240.9	2,648,013.00	1,375,008.91
Lanark.....	1903	223.7	7.2	230.9	2,788,083.96	1,191,128.23
Leeds and Grenville.....	1910	233.4	10.3	243.7	3,682,713.67	1,694,649.51
Lennox and Addington.....	1906	130.0	.....	130.0	2,650,895.28	1,280,123.34
Lincoln.....	1904	123.8	12.3	136.1	4,162,415.88	1,818,021.10
Middlesex.....	1906	401.1	35.2	436.3	4,284,633.69	1,958,006.67
Norfolk.....	1917	203.8	.....	203.8	3,288,678.45	1,558,666.03
Northumberland and Durham.....	1918	244.5	.....	244.5	3,132,134.92	1,377,781.74
Ontario.....	1918	188.7	13.5	202.2	2,081,310.94	1,007,021.43
Oxford.....	1904-7	193.7	3.9	197.6	2,932,988.76	1,203,796.11
Peel.....	1906	146.3	.....	146.3	2,560,472.36	1,142,118.26
Perth.....	1907	165.9	7.5	173.4	1,714,666.98	772,373.61
Peterborough.....	1919	124.3	40.0	164.3	1,104,891.14	527,805.21
Prescott and Russell.....	1917	247.8	.....	247.8	4,273,361.74	1,909,234.79
Prince Edward.....	1907	147.2	.....	147.2	2,038,769.93	930,407.15
Renfrew.....	1918	219.1	.....	219.1	3,163,093.13	1,547,750.68
Simcoe.....	1903	315.7	.....	315.7	4,074,699.05	1,881,987.18
Stormont, Dundas and Glengarry.....	1917	461.7	.....	461.7	5,446,287.37	2,649,621.56
Victoria.....	1917	172.8	.....	172.8	2,563,239.91	1,270,934.20
Waterloo.....	1908	170.4	13.7	184.1	3,904,826.40	1,905,814.15
Welland.....	1912	101.6	16.4	118.0	4,726,259.02	2,183,777.74
Wellington.....	1903	327.7	13.0	340.7	3,716,306.29	1,731,583.81
Wentworth.....	1902	127.6	61.5	189.1	4,197,838.07	1,914,283.19
York.....	1911	32.1	261.7	293.8	12,623,671.13	5,897,139.84
Totals.....		7,361	700.5	8,306.3	\$130,767,711.66	\$61,623,563.37

**APPENDIX No. 7  
SUMMARY—1936  
Work Done on County Roads**

Name of County	Miles of Road Surfaced						New Bridges	Pipe and Tile Culverts	Steel Arch and Concrete Culverts
	Gravel or Stone	Surface Treated Gravel or Stone	Low -Cost Bitu- minous Surfaces	Mixed Macadam or As- phaltic Concrete	Cement Concrete				
Brant.....	3.25						1	10	
Bruce.....	5.87		5.02				4	12	1
Carleton.....	10.40	5.50					1	39	1
Dufferin.....	0.30							15	
Elgin.....	2.00							7	
Essex.....	1.00		1.25					2	
Frontenac.....			3.80	1.50			1	1	
Grey.....	2.75		2.87					15	
Haldimand.....	.25						5	21	7
Halton.....	1.30	1.60					2	23	2
Hastings.....	1.50		2.10				1	17	
Huron.....	1.00							4	
Kent.....	17.75		5.60		0.30			35	1
Lambton.....	5.25	1.50						16	
Lanark.....	7.33	2.75	2.50					14	
Leeds and Gren- ville.....		1.00	2.75				2	10	2
Lennox and Addington.....		3.00	2.00					5	
Lincoln.....		8.00			0.20	3	24		1
Middlesex.....	15.00						x1	40	
Norfolk.....		16.65						16	5
Northumberland and Durham.....								23	2
Ontario.....	1.00		5.00				1	60	2
Oxford.....	10.00	76.30	2.00				4	3	
Peel.....			2.00					3	1
Perth.....	5.00						1	41	1
Peterboro.....			1.70				1	43	6
Prescott and Russell.....		3.00						3	
Prince Edward.....			3.45					19	
Renfrew.....							1		
Simeoe.....		6.00					4	1	
Stormont, Dundas Glengarry.....			12.00				1	3	2
Victoria.....	7.09						1	55	
Waterloo.....	3.00	4.20					4	19	
Welland.....			3.00					10	
Wellington.....	8.00						2	2	2
Wentworth.....	1.50	1.30	6.20				2	9	2
York.....	3.72		2.73	1.74	3.92	5	179		2
Totals.....	123.26	121.80	65.97	3.24	4.42	48	799		40

x This Bridge on Elgin-Middlesex Boundary.



## APPENDIX No. 8

Name of County	Superintendence		Road and Culvert Construction	Urban Improvement		Bridge Construction
	Construction	Maintenance		Construction	Maintenance	
Brant.....	\$ 2,510.89	\$ 2,934.00	\$ 13,350.98	\$ 1,500.30	\$ 1,600.84	
Bruce.....	2,037.04	2,000.00	44,345.16	8,735.11	896.36	9,698.85
Carleton.....	5,388.54	4,411.80	71,642.48	3,914.65		2,717.78
Dufferin.....	273.00	2,933.40	2,043.55		1,157.51	
Elgin.....	1,123.00	2,057.37	3,179.25	942.00	4,801.45	14,854.81
Essex.....	800.00	2,512.84	17,303.43		5,793.74	
Frontenac.....	1,523.46	2,207.32	16,332.38			1,626.60
Grey.....	1,390.00	2,703.31	18,900.85	516.27	1,973.98	
Haldimand.....	1,958.76	2,976.00	15,496.76	1,872.50	1,522.50	14,739.97
Halton.....	1,125.57	2,271.87	11,882.66		3,425.47	2,104.17
Hastings.....	500.00	2,151.87	12,090.43	176.80		5,120.00
Huron.....	934.75	3,388.00	8,288.78		2,177.20	
Kent.....	2,000.00	2,418.67	75,983.84		5,324.94	
Lambton.....	706.13	2,790.00	9,949.94		1,024.43	
Lanark.....	2,364.46	1,790.27	26,541.22		866.93	
Leeds and Grenville.....	2,000.00	1,955.69	39,798.05	3,150.97		2,487.31
Lennox and Addington.....	1,200.00	838.05	20,638.16			
Lincoln.....	919.43	3,910.00	4,184.12		4,600.88	4,223.26
Middlesex.....	1,732.50	2,528.24	18,468.31	155.63	1,962.24	11,155.14
Norfolk.....	909.00	3,884.78	16,731.29	3,203.69	1,508.05	1,865.37
Northumberland and Durham.....	300.00	3,125.07	3,250.20			
Ontario.....	2,625.50	2,567.70	36,838.50	4,660.93		
Oxford.....	760.65	3,317.60			3,383.19	4,550.48
Peel.....	1,262.99	1,904.00	17,790.92			
Perth.....	1,957.61	1,212.10	26,913.32		524.53	999.77
Peterboro.....	1,000.00	2,156.79	14,767.71		1,205.27	3,119.75
Prescott and Russell.....	300.00	2,221.93	5,686.70		960.28	
Prince Edward.....	500.00	1,155.40	11,501.15		2,306.62	
Renfrew.....	1,466.67	3,772.00			675.71	7,566.82
Simcoe.....	431.00	3,652.75	6,120.52		13,608.28	
Stormont, Dundas and Glengarry.....	1,783.29	2,713.72	37,699.48		7,692.93	7,916.70
Victoria.....	2,360.00	1,911.56	23,015.30	13,781.40	688.58	644.89
Waterloo.....	2,880.28	3,158.84	25,613.42		17,457.87	28,309.63
Welland.....	881.44	3,358.75	6,083.87	5,913.02	4,427.35	623.69
Wellington.....	540.71	4,155.02	8,810.31		9,172.13	2,118.31
Wentworth.....	4,066.89	4,321.66	53,975.18		2,911.17	
York.....	4,900.00	5,003.28	233,678.22	15,127.23		6,660.70
Totals.....	\$ 59,413.56	\$ 102,371.65	\$ 958,896.44	\$ 62,150.20	\$ 103,549.89	\$ 134,704.84

IMPROVEMENT IN ONTARIO FOR 1936

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**SUMMARY OF COUNTY ROAD EXPENDITURES - 1936**

County Bridges		Maintenance and Repair	Machinery		Total Approved Expenditure			Government Subsidy 50%
Con- struction	Mainten- ance		Con- struction	Mainte- nance	Con- struction	Maintenance	Total	
	\$ 17,938.60	\$ 3,788.	6,700.17	\$ 8,101.08	\$ 8,514.66	\$ 17,471.26	\$ 81,747.11	
\$ 579.75	59,032.40	8,912.48	6,648.33	73,728.64	69,156.84	142,885.48	71,442.74	
	53,884.96	4,029.72	4,127.40	87,693.17	62,424.16	150,117.33	75,058.66	
	27,603.35	475.80	432.42	2,792.35	32,126.68	34,919.03	17,459.51	
41.35	32,197.76	5,055.00	6,586.94	25,154.06	45,084.87	70,838.93	35,419.46	
47.03	38,492.36	2,976.97	1,168.72	21,080.40	48,014.69	69,095.09	34,517.51	
	32,316.00	4,997.38	2,982.18	24,479.82	37,505.50	61,985.32	30,992.66	
386.38	52,897.87	5,308.45	1,414.12	26,115.57	59,375.66	85,491.23	42,745.61	
394.19	47,996.17	1,702.48	1,466.04	35,770.47	54,354.90	90,125.37	45,062.69	
	32,720.90	4,690.00	1,239.33	19,802.40	39,657.57	59,459.97	29,729.99	
592.19	58,495.68	664.00	2,164.48	18,551.23	63,404.22	81,955.45	40,977.73	
543.74	59,814.74	11,138.70	7,135.27	20,362.23	73,058.95	93,421.18	46,710.59	
	83,744.13	1,162.00	2,956.21	79,145.84	94,443.95	173,589.79	86,794.89	
19.45	33,081.85	5,201.10	2,678.16	15,857.17	39,593.89	55,451.06	27,725.53	
	15,797.66	345.00	1,534.51	29,250.68	19,989.37	49,240.05	24,620.02	
	20,384.18	1,011.77	164.42	48,448.10	22,504.29	70,952.39	35,476.20	
	11,777.28	1,479.97	372.34	23,318.13	12,987.67	36,305.80	18,152.90	
\$ 3,576.29	172.51	50,837.17	1,935.31	3,379.67	14,838.41	62,900.23	77,738.64	38,869.32
	600.47	41,060.05	7,951.00	10,964.41	39,462.58	57,115.41	96,577.09	48,288.99
1,937.29	538.48	122,295.02	3,576.84	6,233.30	28,223.48	134,459.63	162,683.11	81,341.55
		27,047.75	917.41	2,640.23	4,467.61	32,813.05	37,280.66	18,640.33
	421.58	43,866.38	7,847.70	3,794.95	51,972.62	50,650.61	102,623.24	51,311.62
2,754.64	54,726.63	10,606.76	4,748.27	15,917.89	68,930.33	84,848.22	42,424.11	
917.36	27,736.21	4,871.88	1,623.23	23,925.79	32,180.80	56,106.56	28,053.29	
	14,871.44	122.66	1,452.41	29,993.36	18,060.48	48,053.84	24,026.92	
8,312.15	31,986.40	577.90	948.21	19,465.36	44,608.82	64,074.18	32,037.10	
	39,802.10		11.50	5,986.70	42,995.81	48,982.51	24,491.25	
	178.70	30,083.70	5,347.00	844.09	17,348.15	34,568.51	51,916.66	25,958.33
3,583.72	22,881.81	4,101.20	809.90	13,134.69	31,723.14	44,857.83	22,428.91	
1,203.87	88.96	57,279.97	580.34	2,565.33	8,335.73	77,195.29	85,531.02	42,636.22
	66,731.15	4,343.80		51,743.27	77,137.80	128,881.07	64,440.53	
1,044.23	29,030.45	4,801.04	2,777.52	44,602.63	35,452.34	80,054.97	40,027.48	
446.91	48,266.76	12,863.00	6,030.57	69,666.33	75,360.95	145,027.28	72,513.64	
	47,376.16	1,277.48	1,155.11	14,779.50	56,317.37	71,096.87	35,548.11	
1,800.56	76,267.32	778.03	2,071.68	12,247.36	93,466.71	105,714.07	52,857.03	
2,194.10	58,346.15	5,905.40	4,172.31	66,141.57	69,751.29	135,892.86	67,946.43	
	202.93	158,745.35	7,247.06	5,374.45	267,613.21	169,326.01	436,939.22	218,449.31
\$ 8,911.55	\$ 23,667.28	\$1,727,413.86	\$ 145,881.12	\$ 111,228.14	\$1,369,957.71	\$2,068,230.82	\$3,438,188.53	\$1,718,944.63

**APPENDIX**  
**SCHEDULE OF EXPENDITURE ON MAINTENANCE AND**

Name of County	Brushing and Weed Cutting	Ditching	Grading	Dragging
Brant.....	\$ 1,218.89	\$ 648.91	\$ 117.78	\$ 2,204.88
Bruce.....	3,194.40	449.29	1,942.78	6,068.26
Carleton.....	4,660.36	91.81	2,024.80	5,747.76
Dufferin.....	1,231.25	62.01	333.82	3,418.02
Elgin.....	1,715.07	609.82	4,028.66	5,190.23
Essex.....	3,437.33	468.04	724.33	4,606.30
Frontenac.....	1,576.97	1,489.70	7,742.49	1,508.86
Grey.....	3,389.28	1,153.12	1,445.45	3,654.06
Haldimand.....	1,499.93	518.45	525.03	2,646.39
Halton.....	932.60	1,291.23	990.34	4,782.00
Hastings.....	1,486.88	.....	7,591.05	5,628.11
Huron.....	4,057.73	3,236.80	1,857.46	9,472.35
Kent.....	3,395.33	1,540.69	2,568.19	15,588.94
Lambton.....	1,657.12	976.38	29.40	8,299.46
Lanark.....	622.31	421.28	2,231.94	419.23
Leeds and Grenville.....	1,023.69	267.55	1,006.41	2,869.27
Lennox and Addington.....	131.80	177.35	437.25	50.00
Lincoln.....	2,295.63	808.34	941.48	47.32
Middlesex.....	2,971.95	371.12	2,089.58	6,879.93
Norfolk.....	1,210.75	722.14	1,212.73	3,742.00
Northumberland and Durham.....	1,190.65	424.24	2,120.36	1,481.46
Ontario.....	2,257.20	654.98	916.73	4,218.35
Oxford.....	2,192.45	425.53	837.15	7,995.86
Peel.....	939.28	551.60	27.60	2,914.76
Perth.....	1,735.39	136.32	4,188.64	1,095.11
Peterboro.....	806.90	156.96	277.56	7,650.88
Prescott and Russell.....	2,736.03	2,023.77	5,119.75	46.95
Prince Edward.....	931.60	443.06	2,176.61	.....
Renfrew.....	1,136.38	.....	3,647.25	699.40
Simcoe.....	1,826.11	557.50	340.17	11,169.58
Stormont, Dundas and Glengarry.....	4,517.54	328.27	5,022.82	.....
Victoria.....	822.64	87.23	250.40	3,865.34
Waterloo.....	1,481.15	483.57	349.95	4,259.10
Welland.....	4,098.49	1,069.29	3,534.44	.....
Wellington.....	3,563.68	1,889.68	294.55	7,104.08
Wentworth.....	4,336.60	2,514.28	2,071.34	2,739.34
York.....	9,673.69	2,247.74	7,050.75	3,533.62
Totals.....	\$ 85,955.05	\$ 29,298.05	\$ 78,067.04	\$ 151,597.20

IMPROVEMENT IN ONTARIO FOR 1936

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**No. 9  
REPAIR OF COUNTY ROADS**

Culverts (Repairs)	Bridges (Repairs)	Re-Surfacing	Stabilizing Oiling, etc.	Snow Roads	Wire Fence Bonus and Guide Rails	Total Subsidisable Expenditure
\$ 140.25	\$ 159.48	\$ 3,592.36	\$ 2,557.50	\$ 6,553.12	\$ 745.43	\$ 17,938.60
212.11	1,194.09	20,515.86	11,821.75	13,633.86	.....	59,032.10
891.20	377.18	16,356.60	5,997.56	16,412.77	1,324.92	53,884.10
58.13	146.30	12,933.82	3,327.56	5,837.28	255.16	27,603.13
172.74	514.35	12,489.33	1,846.09	3,886.92	1,744.55	32,197.70
194.39	61.75	13,054.74	14,376.53	1,403.70	165.25	38,492.36
1,588.40	741.06	4,265.97	3,153.57	10,178.23	70.75	32,316.11
366.90	125.43	13,846.38	16,844.02	12,073.23	.....	52,897.87
1,160.14	899.33	34,488.16	573.07	5,322.53	363.14	47,996.17
1,118.14	238.74	20,403.50	.....	2,475.72	488.63	32,720.11
2,272.02	5,935.27	22,154.85	4,186.23	9,241.27	.....	58,495.10
717.97	3,906.16	11,967.99	11,757.57	12,369.84	470.87	59,814.74
758.96	19,736.71	35,318.04	.....	3,698.12	1,139.15	83,744.11
888.19	254.24	15,408.57	.....	5,426.59	141.90	33,081.85
889.25	636.82	7,848.47	.....	2,490.91	237.45	15,797.66
840.87	587.56	11,239.88	2,102.21	395.19	51.55	20,384.11
18.20	289.00	4,013.74	1,093.15	5,566.79	.....	11,777.20
465.49	1,303.81	13,813.27	24,798.50	5,882.06	481.27	50,837.11
410.12	384.56	17,234.36	1,305.91	9,412.52	.....	41,060.05
775.90	120.10	107,804.29	1,115.44	4,526.32	1,065.35	32,305.12
691.77	951.63	13,126.09	603.44	5,717.30	740.81	17,047.70
579.47	595.16	14,645.19	8,816.25	10,810.65	372.40	43,866.38
350.80	39.81	27,735.38	2,038.11	12,534.61	576.93	54,726.70
220.35	779.73	12,118.32	3,774.01	5,139.52	1,271.04	34,730.41
596.47	500.42	858.33	2.80	5,532.89	225.07	14,871.40
481.81	2,101.71	12,668.11	3,775.06	4,067.47	.....	31,986.10
350.10	1,354.72	23,328.17	1,829.78	3,012.83	.....	39,802.10
1,338.59	4.85	13,567.72	2,930.60	8,151.42	539.25	30,083.71
1,594.62	123.48	9,472.76	3,092.86	3,115.06	.....	22,881.11
1,505.36	249.98	22,542.09	5,515.14	12,851.32	722.72	57,279.40
853.91	848.58	39,380.19	12,247.76	3,532.08	.....	66,731.11
168.40	305.73	15,462.50	237.38	7,049.93	780.90	29,030.11
654.95	345.50	19,159.58	14,416.70	6,758.80	357.46	48,266.11
1,134.31	1,955.07	22,638.28	6,145.35	6,177.78	623.15	47,376.10
1,174.43	2,285.69	25,049.43	17,911.28	10,421.57	6,572.93	76,207.32
289.20	.....	19,632.05	12,883.45	13,879.89	.....	58,346.15
134.60	1,768.64	76,411.30	16,502.76	41,422.25	.....	158,745.31
\$ 26,058.51	\$ 51,822.64	\$ 766,545.67	\$ 219,579.33	\$ 296,962.34	\$ 21,528.03	\$ 1,791,114.61

**APPENDIX**  
**SUMMARY OF EXPENDITURE ON**  
**The following schedule shows the approved expenditure on township**

Year	No. of Twps.	Roads and Culverts	Bridges	General Maintenance	Machinery	Superintend- ence
1920 {	172 {	\$ 17,415,367.95	\$ 4,637,929.24	\$ 30,941,679.92	\$ 2,323,851.88	\$ 2,671,828.52
to 1934 }	338 }					
1935	339	628,855.34	98,623.04	1,844,654.47	127,708.09	214,688.40
1936	343	462,196.19	103,438.46	1,989,872.85	166,772.95	225,333.70
Totals.. . . . .		\$ 18,506,419.48	\$ 4,839,990.74	\$ 34,776,207.24	\$ 2,618,332.92	\$ 3,111,850.62

**No. 10****TOWNSHIP ROADS****roads under the provisions of The Highway Improvement Act.**

Total Approved Expenditure			Government Subsidy		
Construction	Maintenance	Total	Construction	Maintenance	Total
23,718,523.99	\$ 34,272,133.52	\$ 57,990,657.51	\$ 7,615,854.36	\$ 10,959,400.20	\$ 18,575,254.56
824,447.33	2,090,082.01	2,914,529.34	344,705.13	874,448.05	1,219,153.18
699,695.53	2,247,918.62	2,947,614.15	293,505.92	939,468.25	1,232,974.17
25,242,666.85	\$ 38,610,134.15	\$ 63,852,301.00	\$ 8,254,665.41	\$ 12,773,316.50	\$ 21,027,381.91

APPENDIX  
SUMMARY OF COUNTY AND

NAME OF COUNTY	TOWNSHIP ASSESSMENTS (Exclusive of Urban Assessments)		COUNTY LEVY BASED ON EQUALIZED					
	Equalized	Local	King's Highway		County Roads		Education	
			Debent.	Current	Debent.	Current		
Brant.....	\$ 16,752,000	\$ 12,884,604	\$ 18,091	\$ 5,364	\$ 24,472	\$ 23,225	\$ 30,285	
Bruce.....	23,222,975	22,304,363	.....	786	1,672	60,160	48,349	
Carleton.....	23,540,323	16,648,846	70,121	.....	120,397	16,399	68,507	
Dufferin.....	11,386,943	8,715,843	24,595	.....	.....	15,942	16,621	
Elgin.....	26,193,987	21,441,691	.....	18,036	.....	30,187	48,299	
Essex.....	37,903,318	30,471,720	.....	33,167	33,466	37,902	50,334	
Frontenac.....	5,790,006	4,554,659	32,997	.....	.....	21,316	27,208	
Grey.....	23,047,500	21,497,445	21,435	46,084	18,889	34,570	56,377	
Haldimand.....	10,335,410	10,599,005	33,409	.....	17,268	36,174	34,119	
Halton.....	21,265,908	12,581,731	17,990	340	48,405	17,012	37,066	
Hastings.....	8,037,300	7,379,650	.....	26,121	8,037	18,084	22,102	
Huron.....	38,103,105	32,971,357	11,146	25,052	.....	45,724	52,501	
Kent.....	33,744,500	28,707,452	.....	3,002	.....	63,440	64,790	
Lambton.....	27,633,600	25,098,908	.....	38,520	.....	25,312	71,018	
Lanark.....	9,344,500	7,275,787	17,613	3,598	51,157	5,448	23,046	
Leeds and Grenville.....	14,691,580	13,572,365	23,684	41,567	43,330	29,383	52,070	
Lennox and Addington.....	7,532,397	6,137,741	7,533	.....	45,195	14,204	33,895	
Lincoln.....	13,518,986	12,041,693	20,208	5,803	88,319	26,859	47,954	
Middlesex.....	47,536,687	39,797,455	99,490	2,970	23,215	38,539	103,202	
Norfolk.....	20,414,740	13,412,703	13,160	2,355	42,884	56,941	15,484	
Northumberland and Durham.....	24,642,400	20,201,021	22,917	18,483	36,963	13,801	78,854	
Ontario.....	19,814,185	19,048,844	44,556	2,331	15,632	38,473	53,165	
Oxford.....	25,521,300	24,523,481	21,273	.....	17,858	37,436	43,676	
Peel.....	14,958,873	13,100,495	41,755	14,663	29,471	26,179	52,059	
Perth.....	32,146,243	25,413,948	.....	3,878	.....	24,595	27,329	
Peterborough.....	8,853,021	7,747,759	7,836	10,914	.....	26,470	21,644	
Prescott and Russell.....	17,963,401	13,426,618	.....	.....	133,110	35,925	31,436	
Prince Edward.....	10,708,750	7,799,595	4,391	2,034	9,102	18,741	15,741	
Renfrew (10 townships).....	13,686,122	8,351,885	15,179	1,738	56,250	1,915	30,323	
Simcoe (9 townships).....	23,105,000	18,349,574	.....	23,105	.....	16,174	36,967	
Stormont, Dundas and Glengarry.....	27,674,204	26,668,460	22,971	29,610	33,761	46,768	69,954	
Victoria.....	16,179,791	11,273,924	12,058	1,613	12,789	28,734	19,349	
Waterloo.....	20,855,000	16,687,564	.....	1,089	.....	41,710	10,426	
Welland.....	27,450,412	25,891,165	.....	20,289	20,854	24,018	78,981	
Wellington.....	28,782,570	23,320,040	.....	18,543	.....	43,168	42,403	
Wentworth.....	25,490,070	18,995,161	96,834	13,068	1,155	49,612	42,972	
York.....	89,410,602	92,617,048	61,932	17,963	36,378	94,374	361,326	
Totals.....	\$ 847,337,709	\$ 721,510,600	\$ 763,174	\$ 432,086	\$ 969,929	\$ 1,184,914	\$ 1,919,832	

## IMPROVEMENT IN ONTARIO FOR 1936

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No. 11

## TOWNSHIP LEVIES — 1936

ASSESSMENT		TOWNSHIP LEVY BASED ON TOWNSHIP ASSESSMENT						Total Road Levy	Per cent. of Road Levy to Total Levy
Miscel-laneous	Total	County Levy	Town-ship Roads	Other Roads	Miscel-laneous	Total Levy			
\$ 24,192	\$ 125,629	\$ 125,669	\$ 34,507	\$ 88,497	\$ 97,829	\$ 346,502	\$ 105,659	30.5	
98,040	209,007	208,832	67,190	126,119	64,195	463,336	129,808	27.8	
142,870	418,294	419,327	48,996	180,237	209,436	857,996	255,913	29.8	
28,244	85,402	85,979	36,511	71,708	24,892	219,090	77,048	28.4	
54,093	150,615	151,194	49,846	115,084	73,334	395,458	98,069	24.8	
110,452	265,321	265,826	64,196	200,819	393,744	927,585	109,731	18.2	
38,226	119,747	124,165	17,633	53,584	29,006	224,388	71,900	32.0	
76,275	253,630	244,716	77,096	164,477	53,892	540,181	146,097	36.6	
65,086	186,056	186,122	29,924	62,359	35,717	314,122	100,776	37.2	
37,960	158,773	154,783	25,327	58,550	91,159	332,879	109,131	32.8	
58,271	132,615	132,859	11,061	56,217	21,651	221,788	76,303	28.5	
75,144	209,567	210,989	58,387	163,187	133,031	565,598	140,309	24.8	
91,478	222,710	228,058	98,052	136,808	301,757	794,075	164,494	20.7	
63,918	198,768	190,822	81,542	131,984	152,584	556,932	145,374	26.1	
33,565	134,327	134,806	19,095	32,745	35,274	252,120	91,041	38.4	
73,461	263,495	265,735	37,421	100,669	72,369	410,100	130,197	33.3	
56,493	157,320	167,429	14,205	40,100	35,100	365,311	81,167	22.1	
84,346	273,489	279,124	45,968	12,000	34,100	411,322	125,141	30.4	
136,646	404,062	404,403	68,167	18,700	10,200	761,105	222,500	30.4	
96,970	227,794	228,161	37,278	68,000	4,000	401,921	152,303	37.9	
109,166	280,184	275,567	69,241	100,100	60,100	390,471	100,100	28.3	
61,627	215,784	217,403	67,940	50,100	7,100	325,100	82,100	33.0	
59,720	179,963	182,062	56,5	50,100	30,511	311,587	85,100	30.8	
53,556	217,683	218,790	34,527	80,100	11,023	521,881	145,100	27.2	
56,711	112,513	113,361	50,054	50,100	6,100	127,375	35,100	24.0	
55,042	121,906	123,450	18,539	10,100	4,100	90,120	23,100	24.5	
109,218	309,689	310,753	53,794	10,660	11,143	411,260	92,120	36.4	
39,195	89,204	89,515	11,586	10,789	19,024	188,014	45,120	25.3	
62,250	167,655	167,655	4,180	14,524	(1)	185,970	70,120	40.5	
92,420	168,666	169,012	51,076	131,650	88,043	429,100	100,120	20.5	
124,811	327,875	329,758	65,316	200,010	189,613	341,007	100,420	23.8	
49,495	124,038	124,274	22,382	96,141	23,639	144,400	44,170	33.0	
87,573	140,798	146,662	44,940	105,449	55,483	155,500	45,500	24.9	
99,479	243,621	228,214	90,800	275,321	363,016	997,400	120,040	16.3	
54,107	158,221	160,404	60,658	144,706	56,020	411,700	122,369	29.7	
63,561	267,202	268,657	47,153	140,618	30,000	345,042	97,200	38.6	
386,933	958,906	951,309	366,076	1,000,215	3,000,044	6,291,674	1,600,000	9.3	
3,010,594	8,280,529	8,285,845	2,037,505	6,073,741	6,705,631	102,722	26,000	2	

**APPENDIX  
ROAD SURFACES**

County	COUNTY ROADS					
	Earth	Gravel or Stone	Surface Treated Macadam	Bituminous Macadam	Asphaltic Concrete	Cement Concrete
Brant.....	5.8	69.6	0.3	15.7	.....	0.9
Bruce.....		202.7	48.0	27.2	.....	.....
Carleton.....	10.4	125.2	25.4	50.4	29.3	.....
Dufferin.....		145.3	.....	.....	.....	.....
Elgin.....		236.7	0.1	0.1	.....	.....
Essex.....		184.9	.....	5.6	15.2	44.0
Frontenac.....		103.2	43.7	4.5	8.5	.....
Grey.....		175.7	.....	17.0	.....	12.3
Haldimand.....	3.5	87.9	60.8	5.3	.....	.....
Halton.....		77.0	28.4	.....	2.9	20.0
Hastings.....		281.9	18.0	.....	9.6	2.3
Huron.....		367.1	15.2	1.1	.....	5.4
Kent.....	6.2	228.5	.....	7.8	6.3	23.4
Lambton.....		226.5	.....	6.7	4.2	3.5
Lanark.....	9.6	175.1	18.7	27.5	.....	.....
Leeds and Grenville.....	41.0	140.9	4.0	24.8	30.2	2.8
Lennox and Addington.....		68.0	13.0	2.0	47.0	.....
Lincoln.....		0.8	94.4	26.0	2.6	12.3
Middlesex.....		390.3	.....	.....	.....	46.0
Norfolk.....	12.2	108.1	46.5	36.7	0.3	.....
Northumberland and Durham.....		183.2	.....	5.3	47.1	8.9
Ontario.....		184.9	.....	10.3	0.3	6.7
Oxford.....		189.9	.....	6.2	1.5	.....
Peel.....		130.7	1.0	11.3	0.5	2.8
Perth.....		166.2	3.7	2.5	1.0	.....
Peterboro.....		157.7	2.2	4.4	.....	.....
Prescott and Russell.....	27.4	115.0	86.8	.....	18.6	.....
Prince Edward.....		76.2	44.9	1.8	16.0	8.3
Renfrew.....	35.9	140.6	35.5	7.1	.....	.....
Simecoe.....	4.0	306.0	1.5	0.9	2.0	1.3
Stormont, Dundas and Glengarry.....	4.5	221.3	162.1	67.3	5.2	1.3
Victoria.....	5.6	154.6	6.2	1.5	4.9	.....
Waterloo.....		110.4	8.4	27.4	3.9	34.0
Welland.....	1.5	2.0	72.3	12.0	20.0	10.2
Wellington.....	1.9	317.4	1.8	2.7	3.5	13.4
Wentworth.....	4.0	98.0	52.4	27.7	4.0	3.0
York.....	2.4	74.3	72.1	62.4	72.3	10.3
Totals.....	175.9	6,018.1	967.4	514.9	356.9	273.1

## IMPROVEMENT IN ONTARIO FOR 1936

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**No. 13**  
—END OF 1936

Total	TOWNSHIP ROADS						
	Earth	Gravel or Stone	Surface Treated Macadam	Bitu- minous Macadam	Asphaltic Concrete	Cement Concrete	Total
92.3	227.6	323.0	.....	0.3	.....	0.6	551.5
277.9	284.5	1,357.7	.....	.....	.....	.....	1,642.2
240.7	361.6	707.5	1.3	.....	.....	.....	1,070.4
145.3	314.1	478.0	.....	.....	.....	.....	792.1
236.9	158.5	759.9	.....	.....	.....	.....	918.4
249.7	138.1	720.9	.....	.....	.....	9.9	868.9
159.9	529.7	501.3	.....	1.0	.....	.....	1,032.0
205.0	569.4	1,632.0	.....	.....	.....	.....	2,201.4
157.5	218.2	354.1	8.9	.....	.....	5.0	586.2
128.3	94.6	327.9	.....	.....	.....	1.8	424.3
311.8	769.4	728.6	.....	.....	.....	.....	1,498.0
388.8	243.0	1,390.5	.....	0.7	.....	.....	1,634.2
272.2	314.5	1,022.6	1.3	0.4	.....	.....	1,338.8
240.9	480.2	941.3	.....	1.0	.....	.....	1,422.5
230.9	571.3	412.2	.....	.....	.....	.....	983.5
243.7	523.9	860.8	.....	4.0	.....	.....	1,388.7
130.0	285.2	460.5	.....	0.5	.....	.....	746.2
136.1	405.3	256.5	3.0	.....	.....	5.0	669.8
436.3	226.5	1,375.2	.....	.....	.....	0.2	1,601.9
203.8	541.3	373.9	2.9	.....	.....	.....	918.1
244.5	865.5	1,463.6	.....	.....	.....	.....	2,329.1
202.2	252.4	966.1	.....	.....	.....	.....	1,218.5
197.6	83.0	1,005.1	4.5	.....	.....	.....	1,092.6
146.3	304.1	351.2	.....	.....	.....	.....	655.5
173.4	89.8	979.8	.....	.....	.....	.....	1,069.6
164.3	438.5	542.6	.....	.....	.....	.....	981.1
247.8	770.2	221.9	.....	.....	.....	.....	992.1
147.2	68.3	351.8	.....	.....	0.2	.....	420.1
219.1	538.0	270.2	.....	.....	.....	.....	808.2
315.7	950.5	1,062.1	.....	.....	.....	.....	2,012.6
461.7	581.0	788.4	.....	3.6	.....	4.9	1,377.9
172.8	502.8	573.7	0.4	.....	.....	0.2	1,076.9
184.1	62.5	531.1	.....	.....	.....	.....	593.8
118.0	504.3	338.9	89.0	1.5	6.2	0.8	1,336.3
340.7	623.3	712.6	.....	.....	.....	0.4	553.3
189.1	173.5	379.8	.....	.....	.....	.....	.....
293.8	539.5	1,030.1	16.4	10.3	86.0	15.3	1,697.6
8,306.3	14,604.1	26,553.4	127.7	23.3	92.4	44.1	41,445.0

**APPENDIX No. 14  
SUMMARY OF 1936 COUNTY LEVIES ON BASIS OF EQUALIZED ASSESSMENT**

NAME OF COUNTY	EQUALIZED ASSESSMENT		ROADS AND BRIDGES		OTHER PURPOSES		TOTAL LEVY	
	THE KING'S HIGHWAYS		COUNTY ROADS AND BRIDGES		EDUCA- TIONAL			
	Total	Per Acre	Mills	Mills	Mills	Mills		
Brant.....	\$ 19,826,800	\$ .92	Mills 0.32 0.03 0.07 5.11	Mills 1.46 2.98 2.16	Mills 1.39 2.59 1.40	Mills 1.81 2.08 1.46	Mills 3.25 6.31 3.94	
Bruce.....	28,639,030	30	.....	0.07	2.69	4.23	9.00	
Carleton.....	27,631,991	49	2.98	5.11	2.91	6.07	17.77	
Dufferin.....	13,364,550	37	2.16	.....	3.56	2.48	7.50	
Elgin.....	30,370,345	69	0.69	.....	1.84	2.07	5.75	
Essex.....	51,693,612	120	0.87	0.88	2.75	2.92	7.00	
Frontenac.....	7,246,850	11	5.70	.....	1.00	1.33	21.50	
Grey.....	26,110,000	24	0.93	2.00	4.50	10.20	11.30	
Haldimand.....	11,920,410	42	3.23	0.82	5.25	2.44	11.00	
Halton.....	31,913,780	140	0.84	1.67	3.50	3.30	5.75	
Hastings.....	18,302,800	17	3.25	1.00	2.25	2.75	18.00	
Huron.....	44,271,175	55	0.29	0.66	1.20	2.15	16.50	
Kent.....	39,828,700	107	.....	0.09	1.88	1.97	5.50	
Lambton.....	31,126,000	46	.....	1.39	0.92	2.57	6.60	
Lanark.....	15,000,000	22	1.88	0.39	2.31	2.31	7.19	
Leeds and Grenville.....	17,672,000	24	1.61	2.82	5.46	2.47	14.37	
Lemmon and Addington.....	9,637,295	22	1.00	.....	2.96	3.54	17.93	
Lincoln.....	19,000,000	99	1.49	0.43	6.00	9.00	21.00	
Middlesex.....	51,045,045	67	2.09	0.06	6.53	10.44	20.23	
Norfolk.....	28,498,200	72	0.64	0.12	0.49	0.81	8.50	
Northumberland and Durham.....	35,963,000	44	0.93	0.75	2.10	2.79	5.30	
Ontario.....	24,421,141	48	2.25	0.12	0.56	3.74	7.63	
Oxford.....	28,632,200	60	0.83	.....	0.79	5.10	10.89	
Peel.....	19,995,818	68	2.66	0.98	0.70	1.47	2.34	
Perth.....	35,289,166	67	.....	0.12	1.97	7.36	3.58	
Peterborough.....	10,094,318	18	0.84	1.17	0.76	0.88	1.77	
Prescott and Russell.....	20,555,591	37	.....	.....	2.99	5.00	2.62	
Prince Edward.....	15,000,000	63	0.41	0.19	0.85	0.40	3.50	
Renfrew.....	28,460,230	26	1.11	0.13	4.11	0.14	1.22	
Simcoe.....	59,670,000	62	.....	1.00	.....	0.70	4.00	
Stormont, Dundas and Glengarry.....	39,332,029	51	0.83	1.07	1.22	1.69	4.51	
Victoria.....	22,478,450	38	0.74	0.10	0.88	1.97	7.11	
Waterloo.....	38,027,000	97	.....	0.05	2.00	2.05	3.06	
Wellington.....	41,879,931	185	.....	0.76	0.87	2.37	4.26	
Wentworth.....	35,425,709	57	.....	0.64	1.50	2.14	6.75	
York.....	29,077,757	109	3.80	0.51	0.65	1.94	8.87	
	124,446,842	233	0.69	0.20	0.41	1.68	5.49	
						2.50	10.48	
						2.35	9.95	



APPENDIX  
TYPICAL TAXATION

The local assessment of a representative township in each County has been  
farm of

County	Typical Township	Year	Farm assessment	Total taxes	Road taxes
Brant:—					
Dumfries S.		1934	\$ 5,440.00	\$ 125.71	\$ 40.90
Dumfries S.		1935	5,450.00	129.21	45.01
Dumfries S.		1936	5,460.00	121.08	41.18
Bruce:—					
Culross		1934	3,040.00	60.40	14.35
Elderslie		1935	3,600.00	57.60	18.40
Elderslie		1936	3,500.00	54.60	15.75
Carleton:—					
Fitzroy		1934	2,420.00	88.58	43.63
Fitzroy		1935	2,420.00	91.98	37.37
Fitzroy		1936	2,429.00	93.23	36.25
Dufferin:—					
Mulmur		1934	2,050.00	60.58	18.57
Mulmur		1935	2,000.00	31.15	17.76
Melancthon		1936	2,300.00	56.15	17.96
Elgin:—					
Malahide		1934	4,400.00	78.32	20.68
Malahide		1935	4,300.00	74.52	18.92
Malahide		1936	4,340.00	77.69	20.40
Essex:—					
Gosfield S.		1934	10,000.00	211.28	56.39
Gosfield S.		1935	10,000.00	232.40	49.30
Gosfield S.		1936	9,700.00	309.53	58.49
Frontenac:—					
Pittsburg		1934	1,800.00	83.90	24.48
Pittsburg		1935	1,800.00	89.03	26.84
Pittsburg		1936	1,700.00	80.00	26.25
Grey:—					
Collingwood		1934	2,075.00	88.08	19.23
Collingwood		1935	2,200.00	70.84	23.21
Collingwood		1936	2,200.00	79.86	20.26
Haldimand:—					
Rainham		1934	4,500.00	124.83	41.38
Rainham		1935	4,600.00	133.72	52.67
Rainham		1936	4,600.00	136.34	52.16
Halton:—					
Esquesing		1934	3,500.00	95.62	34.13
Esquesing		1935	3,500.00	96.71	33.60
Esquesing		1936	3,500.00	94.50	32.59
Hastings:—					
Tyendinaga		1934	2,100.00	60.94	15.45
Tyendinaga		1935	2,000.00	58.88	15.14
Tyendinaga		1936	2,100.00	66.09	19.59
Huron:—					
Hay		1934	4,600.00	86.48	14.72
Hay		1935	4,700.00	92.54	19.69
Hay		1936	4,610.00	90.82	18.62
Kent:—					
Howard		1934	5,500.00	96.12	28.67
Howard		1935	7,500.00	161.77	46.12
Howard		1936	5,100.00	102.31	20.45
Lambton:—					
Plympton		1934	3,600.00	65.25	13.99
Plympton		1935	3,600.00	55.44	20.38
Plympton		1936	3,700.00	56.98	20.94
Lanark:—					
Lanark		1934	1,310.00	41.99	16.97
Lanark		1935	1,300.00	40.43	16.55
Lanark		1936	1,301.00	42.31	16.65

**No. 15****ON A 100-ACRE FARM**

**arranged to show the proportion of road taxes to the total taxes on the basis of a 100 Acres.**

Distribution of Road Taxes			Road Taxes Per Mile			Debentures	
King's Highways	County Roads	Township Roads	King's Highways	County Roads	Township Roads	King's Highways	County Roads
\$ 14.41	\$ 20.51	\$ 5.98	.26	.22	.07	\$ 8.54	\$ 11.26
14.17	22.67	8.17	.20	.25	.09	8.44	11.22
10.87	22.12	8.19	.15	.24	.09	8.38	11.34
.34	8.84	5.17	.006	.03	.05	.....	.25
5.86	8.08	4.46	.06	.03	.04	.....	.24
.11	8.64	7.00	.....	.03	.07	.....	.....
10.07	22.12	11.44	0.11	0.09	0.14	9.63	16.64
9.99	21.96	5.42	.10	.09	.07	9.99	19.86
9.95	19.43	6.87	.10	.07	.08	9.95	17.10
5.55	4.00	9.02	0.11	0.03	0.05	5.02	.....
4.88	3.90	8.98	.10	.03	.05	4.88	.....
6.90	4.48	6.58	.15	.14	.04	6.90	.....
2.07	5.41	13.20	.027	.023	0.11	.....	.....
2.62	6.28	10.02	.34	.26	.08	.....	.....
3.77	6.34	10.29	.05	.03	.08	.....	.....
7.88	24.30	24.21	.06	.10	.40	.....	10.00
9.50	24.10	15.70	.07	.10	.26	.....	10.00
12.41	26.68	19.40	.08	.11	.32	.....	12.51
11.16	7.92	5.40	.09	.06	0.07	11.16	.....
13.52	7.92	5.40	.09	.05	.09	13.52	.....
12.48	9.86	3.91	.08	.06	.06	7.34	.....
4.56	5.71	8.96	.04	.03	0.06	2.06	2.32
4.62	5.72	12.87	.03	.03	.09	2.09	2.35
7.46	5.92	6.88	.69	.50	.04	2.04	1.82
11.56	20.82	9.00	.18	.13	.18	11.56	6.7
13.20	21.07	18.40	.21	.14	.37	13.16	6.81
12.97	20.79	18.40	.21	.13	.37	12.97	6.72
6.34	18.76	9.03	.11	.15	.06	5.32	13.22
6.97	19.11	7.52	.12	.14	.05	5.32	13.55
6.86	18.17	7.56	.10	.14	.05	6.71	11.83
4.72	6.53	4.20	.05	.02	.03	.....	1.81
4.50	6.64	4.00	.04	.02	.03	.....	2.11
7.69	7.70	4.20	.06	.02	.03	.....	2.10
2.76	5.75	6.21	.03	.016	.04	1.41	.....
5.36	5.87	8.46	.04	.01	.07	1.43	.....
4.56	5.76	8.30	.04	.02	.07	1.41	.....
7.99	11.52	9.16	.06	.05	.08	.....	.....
11.10	15.00	20.02	.08	.06	.16	.....	.....
.46	10.61	9.38	.....	.04	.08	.....	.....
.55	4.10	9.34	.005	.02	.07	.....	.....
5.94	3.89	10.55	.05	.02	.07	.....	.....
6.10	4.00	10.84	.05	.02	.07	.....	.....
3.65	9.58	3.74	.05	.04	.04	3.00	8.09
3.56	8.90	4.09	.05	.04	.03	2.85	8.26
3.43	9.14	4.08	.04	.04	.....	.....	.....

APPENDIX  
TYPICAL TAXATION

**The local assessment of a representative township in each County has been  
farm of**

County Typical Township	Year	Farm assessment	Total taxes	Road taxes
Leeds and Grenville:—				
Kitley.....	1934	1,900.00	56.62	20.86
Kitley.....	1935	1,900.00	63.08	19.13
Kitley.....	1936	1,900.00	57.95	20.65
Lennox and Addington:—				
Fredericksburg N.....	1934	3,000.00	114.00	35.82
Fredericksburg N.....	1935	3,000.00	121.74	37.95
Fredericksburg N.....	1936	3,000.00	120.00	38.52
Lincoln:—				
Clinton.....	1934	7,100.00	279.17	105.25
Clinton.....	1935	7,000.00	283.71	117.32
Clinton.....	1936	7,200.00	297.72	115.84
Middlesex:—				
Caradoc.....	1934	4,400.00	85.05	26.84
Caradoc.....	1935	4,400.00	84.39	24.11
Caradoc.....	1936	4,480.00	86.91	24.41
Norfolk:—				
Walsingham N.....	1934	2,700.00	87.94	36.23
Walsingham N.....	1935	2,900.00	82.07	31.52
Walsingham N.....	1936	2,931.00	90.63	32.65
Northumberland and Durham:—				
Cavan.....	1934	2,500.00	67.10	19.51
Cavan.....	1935	2,500.00	71.05	19.03
Cavan.....	1936	2,400.00	67.94	18.05
Ontario:—				
Reach.....	1934	3,300.00	73.06	27.72
Reach.....	1935	3,300.00	73.79	28.84
Reach.....	1936	3,300.00	75.24	28.81
Oxford:—				
Oxford W.....	1934	5,500.00	103.18	26.40
Oxford W.....	1935	5,700.00	101.12	30.38
Oxford W.....	1936	5,730.00	97.12	29.51
Peel:—				
Chinguacousy.....	1934	4,900.00	121.32	40.18
Chinguacousy.....	1935	4,900.00	118.75	47.82
Chinguacousy.....	1936	4,890.00	117.07	47.43
Perth:—				
Fullerton.....	1934	5,700.00	56.66	15.96
Fullerton.....	1935	5,700.00	56.09	21.55
Fullerton.....	1936	5,660.00	54.39	18.06
Peterborough:—				
Duoro.....	1934	2,300.00	63.46	16.86
Duoro.....	1935	2,300.00	70.45	19.20
Duoro.....	1936	2,200.00	65.16	18.68
Prescott and Russell:—				
Plantagenet S.....	1934	3,200.00	107.96	40.76
Plantagenet S.....	1935	3,210.00	109.59	41.54
Plantagenet S.....	1936	3,200.00	109.47	41.73
Prince Edward:—				
Hillier.....	1934	3,500.00	86.73	24.43
Hillier.....	1935	3,500.00	90.83	25.41
Hillier.....	1936	3,500.00	90.20	21.84
Renfrew:—				
McNab.....	1934	1,650.00	71.11	22.45
McNab.....	1935	1,630.00	72.39	22.07
McNab.....	1936	1,553.00	65.68	20.58
Simcoe:—				
Flos.....	1934	3,220.00	89.71	20.87
Flos.....	1935	3,200.00	91.26	14.18
Flos.....	1936	3,200.00	94.98	17.89

IMPROVEMENT IN ONTARIO FOR 1936

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**No. 15**

**ON A 100-ACRE FARM**

**arranged to show the proportion of road taxes to the total taxes on the basis of a 100 Acres.**

King's Highways	Distribution of Road Taxes		Road Taxes Per Mile			Debentures	
	County Roads	Township Roads	King's Highways	County Roads	Township Roads	King's Highways	County Roads
7.90	11.40	1.56	.05	.04	.01	2.79	5.30
7.71	8.84	2.58	.04	.04	.02	2.79	5.36
7.79	8.91	3.95	.04	.04	.04	2.81	5.41
4.56	22.26	9.00	.05	.21	.23	4.05	17.40
4.26	24.69	9.00	.05	.19	.25	3.63	18.15
3.27	26.25	9.00	.04	.20	.25	3.27	19.68
9.86	67.42	27.97	.19	.49	.26	7.90	57.82
10.22	74.76	32.34	.20	.55	.31	6.86	58.17
16.12	71.64	28.08	.31	.53	.27	12.53	54.94
9.06	7.66	10.12	.06	.019	.07	6.12	2.63
11.75	7.96	4.40	.08	.02	.03	8.80	2.77
12.23	7.39	4.70	.08	.02	.03	11.37	11.37
5.28	24.20	6.75	.10	.11	.07	2.70	10.42
3.48	21.08	6.96	.06	.10	.07	2.93	12.06
3.43	22.19	7.03	.05	.11	.07	1.88	6.16
3.26	6.25	10.00	.03	.03	.08	2.75	4.45
2.80	6.23	10.00	.02	.03	.08	2.80	1.68
4.87	5.98	7.20	.04	.02	.05	2.23	3.60
7.46	10.36	9.90	.08	.05	.07	6.70	2.31
8.31	8.35	12.18	.09	.04	.09	6.73	2.34
7.99	9.17	11.65	.07	.05	.09	7.56	2.64
11.55	6.05	8.80	.20	.03	.11	.....	4.45
6.33	11.51	12.54	.12	.06	.17	.....	4.22
5.04	13.01	11.46	.09	.06	.16	4.76	4.01
14.21	13.72	12.25	.20	.09	.07	13.18	8.97
17.20	15.43	15.19	.24	.10	.09	14.41	8.17
17.41	17.80	12.22	.23	.12	.07	12.71	9.42
2.17	4.50	9.29	.18	.03	.07	.....	.....
7.75	4.45	9.35	.06	.03	.09	.....	.....
.68	4.92	12.46	.01	.03	.13	.....	.....
6.53	5.73	4.60	.10	.05	.06	2.29	.....
7.38	6.53	5.29	.11	.05	.06	2.28	.....
5.21	7.75	5.72	.08	.04	.07	2.17	.....
.....	33.63	7.13	.....	.16	.07	.....	26.46
.....	33.71	7.83	.....	.15	.08	.....	26.56
.....	33.70	8.03	.....	.14	.09	.....	26.53
2.38	13.34	8.71	.05	.09	.11	2.18	5.36
5.85	12.56	7.00	.12	.08	.08	2.19	4.56
3.11	13.48	5.25	.06	.09	.06	1.43	2.98
4.39	13.16	4.90	.08	.06	.05	3.91	12.72
3.93	13.22	4.92	.07	.06	.05	3.91	12.72
3.59	12.36	4.63	.07	.06	.05	3.23	11.95
5.03	3.38	12.46	.03	.01	.08	.....	.....
.....	3.33	10.85	.....	.01	.07	.....	.....
4.16	2.91	10.82	.02	.09	.08	.....	.....

APPENDIX  
TYPICAL TAXATION

The local assessment of a representative township in each County has been farm of

County Typical Township	Year	Farm assessment	Total taxes	Road taxes
Stormont, Dundas and Glengarry:—				
Roxborough.....	1934	2,040.00	60.22	14.62
Roxborough.....	1935	2,390.00	74.83	16.66
Roxborough.....	1936	2,350.00	77.69	16.54
Victoria:—				
Verulam.....	1934	2,150.00	54.31	18.70
Verulam.....	1935	2,187.00	54.87	18.61
Verulam.....	1936	2,205.00	57.20	20.29
Waterloo:—				
Wilmot.....	1934	4,094.00	96.45	25.46
Wilmot.....	1935	4,966.00	121.05	34.86
Wilmot.....	1936	4,982.00	119.33	28.20
Welland:—				
Humberstone.....	1934	7,400.00	189.14	36.11
Humberstone.....	1935	7,400.00	180.49	33.37
Humberstone.....	1936	7,400.00	186.18	40.48
Wellington:—				
Eramosa.....	1934	4,767.00	75.89	22.40
Eramosa.....	1935	4,756.00	77.76	20.88
Eramosa.....	1936	4,750.00	78.65	20.25
Wentworth:—				
Flamboro E.....	1934	7,720.00	253.98	68.24
Flamboro E.....	1935	7,790.00	246.56	76.96
Flamboro E.....	1936	7,660.00	274.31	81.50
York:—				
Markham.....	1934	7,500.00	298.72	42.52
Markham.....	1935	7,600.00	182.70	44.61
Markham.....	1936	7,500.00	187.05	43.26

**No. 15****ON A 100-ACRE FARM**

arranged to show the proportion of road taxes to the total taxes on the basis of a 100 Acres.

Distribution of Road Taxes			Road Taxes Per Mile			n	Debentures	
King's Highways	County Roads	Township Roads	King's Highways	County Roads	Township Roads	n	King's Highways	County Roads
3.79	5.53	5.30	.03	.01	.05	1	3	2.62
4.61	6.12	5.93	.04	.01	.06	2	6.04	1.08
4.68	7.16	4.70	.04	.02	.05	2	6.04	1.08
3.07	7.52	8.21	.03	.01	.06	1	8.4	1.77
2.60	7.42	8.59	.03	.04	.07	1	7.77	2.53
2.43	8.16	9.70	.03	.05	.09	1	14	2.51
.25	12.28	12.94	.08	.08	.10	1	.....	1.00
6.10	13.02	15.7	.....	.09	.12	1	.....	.....
.34	13.04	14.82	.....	.72	.11	1	.....	.....
1.40	12.51	22.20	.02	.11	.21	1	.....	.....
.44	10.73	22.20	.01	.08	.21	1	.....	.....
5.70	12.58	22.20	.01	.11	.21	1	.....	.....
5.96	7.86	8.58	.05	.02	.10	1	.....	.....
3.33	7.89	9.66	.06	.02	.12	1	.....	.....
3.38	7.88	8.99	.06	.02	.11	1	.....	.....
38.60	19.22	10.42	.69	.16	.16	51	79	44
35.60	24.22	17.14	.....	.11	.20	51	41	48
45.57	21.07	11.80	.61	.11	.15	49	41	48
7.72	12.15	22.65	.05	.....	.10	5	5	3.11
6.76	10.49	27.36	.06	.....	.10	5	5	3.0
6.67	10.87	25.72	.06	.....	.10	5	5	3.0

## Report of Motor Vehicle Branch, 1936

To THE HONOURABLE T. B. MCQUESTEN,  
Minister of Highways.

SIR:—

I have the honour to submit herewith the annual report of the Motor Vehicles Branch for the year 1936.

Appended are the following:—

- (a) A detailed statement of the motor vehicle permits and drivers' licenses issued for the calendar year 1936.
- (b) A statement, duly certified by the Provincial Auditor, showing the revenue derived from all sources during the fiscal year ending March 31st, 1937.
- (c) Reports detailing the activities of the Accident Recording Division and the Financial Responsibility Division of the Branch.

Generally the year was one of increased operations, every division showing advances over the 1935 business. This was true not only of vehicle registrations, drivers' licenses and Public Commercial Vehicle licenses but also in the number of accidents reported.

### **Motor Vehicle Registrations**

Vehicle registrations during 1936 set new high records. The total for all classes for the first time exceeded 600,000 and passenger motor vehicles alone passed the half million mark for the first time. Passenger car registrations totalled 514,211, and an increase over 1935 of 24,601, which increase includes some 2,000 convertible permits issued this year at passenger car fees. Commercial vehicle registrations were up 3,103 to a total of 70,693 while the totals of trailers at 27,930 and motorcycles, 4,553 were also higher. Altogether vehicle registrations were 617,387 an increase of 29,079 or 5%.

### **Drivers' licenses**

The total number of drivers' licenses issued surpassed the 1935 record by the substantial margin of 57,354 to reach a total of 842,189 and increasing the ratio of drivers to motor vehicles from 130 drivers per 100 motor vehicles in 1934 to 136 per 100 vehicles. Chauffeur licenses increased over 15,000, operators' licenses by more than 32,000 and instruction permits almost 10,000. The totals in each class were as follows:—

	1936	1935
Chauffeur.....	211,606	196,111
Operators.....	543,798	511,346
Instruction.....	86,785	77,378

### **Public Vehicles and Public Commercial Vehicles**

New regulations respecting the operation and licensing of both Public and Public Commercial Vehicles became effective during this year. These regulations extended the insurance protection afforded the public, classified and strengthened the existing regulations, provided for reclassification of Public Commercial Vehicle licenses and a new schedule of Public Commercial Vehicle fees and permitted the collection of Public Vehicle fees on duplicated, special and chartered trips.

The number of Public Commercial Vehicle licenses issued increased approximately 25% to a total of 6,231 while Public Vehicle licenses numbered 695, an increase of about 20%. Revenue was also higher, a gross amount of \$270,784.87 being deposited with the Provincial Treasurer. Of this amount \$168,095.88 represented Public Commercial Vehicle fees.

### **Revenue**

The gross revenue of the Branch for the fiscal year was \$11,144,955.38, an increase of almost \$2,000,000 over the previous year. This was the largest total ever collected in any year and resulted in a net revenue, after the deduction of commissions and refunds, of \$10,916,491.08.

### **Financial Responsibility Division**

This year saw the activities of this division sharply increased with the number of suspension cases handled rising almost 50%. There were altogether 4,932 suspension orders issued. Of these 1,072 were discretionary suspensions imposed by magistrates or by the Department while 3,860 were issued under the provisions of Part XIII of the Highway Traffic Act. As has been pointed out in previous reports, the value of the latter legislation is cumulative and to date since September 1st, 1930, there have been 21,345 suspension orders issued requiring proof of financial responsibility. Of these 6,963 were still in effect at December 31st, 1936.

**Accident Recording Division**

Accident figures showed some increase during the year 1936, an increase largely accounted for by the increase in traffic as evidenced by higher per capita consumption and many more motor registrations. The safety promotion work of this Division was carried on as usual, monthly and special bulletins giving details of the accident record and directing attention to general seasonal and special hazards were issued; a campaign of newspaper and billboard advertising, introducing the slogan "Try Courtesy" was conducted and radio programmes of an entertaining nature carrying safe driving messages designed for both adult and juvenile listeners were produced over Toronto and Hamilton radio stations. Material for radio talks and addresses at meetings was also supplied to automobile and service clubs in various communities.

The division recorded and analysed reports of 11,388 motor vehicle accidents resulting in 546 deaths, injury to 10,251 persons and causing property damage estimated at \$1,241,851.

Respectfully submitted.

*John R. Gammie*  
Registrar of Motor Vehicles.

**COMPILED BY MOTOR VEHICLES BRANCH—DEPARTMENT OF HIGHWAYS****1936 STATISTICS****MOTOR VEHICLE REGISTRATIONS**

Automobile Permits.....	514,211
Commercial Permits.....	7,000
Trailer Permits.....	27,000
Motorcycle Permits.....	1,551
Automobile Dealer's Permits.....	400
Motorcycle Dealer's Permits.....	100
Operators.....	542,960
Instruction Permits.....	86,785
Motorcycle Operators.....	838
Chauffeurs.....	211,606
In Transits.....	10,251
Transfers.....	9,080
Public Vehicles.....	691
Public Commercial Vehicles.....	6,281

**PASSENGER CARS REGISTERED**

Counties	Cities		
Algoma.....	2,692	Sault Ste. Marie.....	2,696
Brant.....	3,298	Brantford.....	4,431
Bruce.....	7,586		7,586
Carleton.....	5,320	Ottawa.....	17,829
Dufferin.....	2,679		2,679
Dundas.....	2,616		4,552
Durham.....	4,552		5,189
Elgin.....	5,189	St. Thomas.....	2,589
Essex.....	9,309	Windsor.....	14,295
Frontenac.....	2,844	Kingston.....	3,674
Glengarry.....	2,107		2,107
Grenville.....	2,016		2,016
Grey.....	6,611	Owen Sound.....	1,895
Haldimand.....	4,611		4,611
Haliburton.....	3,019		3,019
Halton.....	5,951		5,951
Hastings.....	6,984	Belleville.....	2,344
Huron.....	7,742		7,742
Kenora.....	1,699		1,699
Kent.....	9,557	Chatham.....	3,134
Lambton.....	6,702		12,691
Lanark.....	4,981	Sarnia.....	3,250
Leeds.....	5,145		9,952
Lennox and Addington.....	3,055		4,981
Lincoln.....	4,697	St. Catharines.....	4,512
Middlesex.....	8,625	London.....	12,485
Muskoka.....	2,757		2,737
Nipissing.....	2,983	North Bay.....	1,876
Norfolk.....	6,137		4,859
Northumberland.....	4,538		6,137
Ontario.....	5,784	Oshawa.....	4,100

**PASSENGER CARS REGISTERED—Continued**

Oxford.....	7,820	Woodstock.....	1,837	9,657
Parry Sound.....	2,663	.....	.....	2,663
Peel.....	5,457	.....	.....	5,457
Perth.....	6,157	Stratford.....	2,556	8,713
Peterborough.....	3,316	Peterborough.....	3,392	6,708
Prescott.....	1,857	.....	.....	1,857
Prince Edward.....	2,897	.....	.....	2,897
Rainy River.....	1,458	.....	.....	1,458
Renfrew.....	5,805	.....	.....	5,805
Russell.....	1,811	.....	.....	1,811
Simcoe.....	11,976	.....	.....	11,976
Stormont.....	4,388	.....	.....	4,388
Sudbury.....	2,047	Sudbury.....	3,185	5,232
Thunder Bay.....	1,457	Fort William.....	2,783	.....
		Port Arthur.....	2,529	6,769
Timiskaming.....	9,631	.....	.....	9,631
Victoria.....	4,655	.....	.....	4,655
Waterloo.....	7,378	Galt.....	2,065	.....
Welland.....	7,286	Kitchener.....	4,321	13,764
Wellington.....	6,472	Niagara Falls.....	3,872	.....
Wentworth.....	5,397	Welland.....	1,961	13,119
York.....	18,690	Guelph.....	2,944	9,416
Miscellaneous.....	259	Hamilton.....	21,208	26,605
		Toronto.....	114,147	132,837
		.....	.....	259
	268,090		246,121	514,211

**1936****PASSENGER CARS  
Cylinders and Horse Power**

Four Cylinders.....	187,293
Six Cylinders under 28 Horse Power.....	249,485
Six Cylinders over 28 Horse Power.....	13,641
Eight Cylinders under 35 Horse Power.....	57,869
Eight Cylinders over 35 Horse Power.....	4,847
Twelve Cylinders.....	283
Sixteen Cylinders.....	34
Electric.....	3
Steam.....	2
Free.....	754
	514,211

**Registrations**

Originals.....	48,076
Renewals.....	466,135
	514,211

**COMMERCIAL CARS REGISTERED**

Counties	Cities		
Algoma.....	469	Sault Ste. Marie.....	432
Brant.....	448	Brantford.....	761
Bruce.....	613	.....	613
Carleton.....	763	Ottawa.....	2,393
Dufferin.....	235	.....	235
Dundas.....	238	.....	238
Durham.....	420	.....	420
Elgin.....	583	St. Thomas.....	288
Essex.....	1,473	Windsor.....	1,939
Frontenac.....	429	Kingston.....	588
Glengarry.....	227	.....	227
Grenville.....	301	.....	301
Grey.....	497	Owen Sound.....	253
Haldimand.....	501	.....	501
Haliburton.....	81	.....	81
Halton.....	780	.....	780
Hastings.....	921	Bellefonte.....	374
Huron.....	682	.....	682
Kenora.....	588	.....	588
Kent.....	1,018	Chatham.....	615
			1,633

## COMMERCIAL CARS REGISTERED—Continued

Lambton.....	599	Sarnia.....	374	1,073
Lanark.....	450	.....	.....	450
Leeds.....	730	.....	.....	730
Lennox and Addington.....	384	.....	.....	384
Lincoln.....	1,111	St. Catharines.....	462	1,512
Middlesex.....	949	London.....	1,033	2,022
Muskoka.....	487	.....	.....	487
Nipissing.....	405	North Bay.....	110	734
Norfolk.....	818	.....	.....	818
Northumberland.....	308	.....	.....	308
Ontario.....	301	Ottawa.....	121	322
Oxford.....	303	Woodstock.....	170	216
Parry Sound.....	501	.....	.....	501
Peel.....	955	.....	.....	955
Perth.....	340	Brantford.....	1	840
Peterborough.....	343	Peterborough.....	351	343
Prescott.....	306	.....	.....	306
Prince Edward.....	380	.....	.....	380
Rainy River.....	357	.....	.....	357
Renfrew.....	557	.....	.....	557
Russell.....	213	.....	.....	213
Simcoe.....	1,484	.....	.....	1,484
Stormont.....	496	.....	.....	496
Sudbury.....	499	Sudbury.....	1	499
Thunder Bay.....	327	Fort William.....	1	327
Timiskaming.....	1,106	Ferry Arm.....	1	1,106
Victoria.....	462	.....	.....	462
Waterloo.....	741	.....	.....	741
Welland.....	1,168	Kitchener.....	1,006	1,168
Wellington.....	360	Niagara Falls.....	1	360
Wentworth.....	1,142	Windsor.....	1	1,142
York.....	3,111	Toronto.....	1,616	3,111
Miscellaneous.....	194	.....	.....	194
			34,838	

COMMERCIAL CARS REGISTERED  
Tires

Pneumatic.....	.....	.....	.....	.....
Solid.....	.....	.....	.....	.....
Municipal.....	.....	.....	.....	.....
Ontario Government.....	.....	.....	.....	.....
Dominion Government.....	.....	.....	.....	.....

## Gross Weight — Pneumatic Tires

Less than two tons.....	.....	.....	.....	.....
Of two tons and up to three tons.....	.....	.....	.....	.....
More than three tons and up to four tons.....	.....	.....	.....	.....
More than four tons and up to five tons.....	.....	.....	.....	.....
More than five tons and up to six tons.....	.....	.....	.....	.....
More than six tons and up to seven tons.....	.....	.....	.....	.....
More than seven tons and up to eight tons.....	.....	.....	.....	.....
More than eight tons and up to nine tons.....	.....	.....	.....	.....
More than nine tons and up to ten tons.....	.....	.....	.....	.....
More than ten tons and up to eleven tons.....	.....	.....	.....	.....
More than eleven tons and up to twelve tons.....	.....	.....	.....	.....
More than twelve tons and up to thirteen tons.....	.....	.....	.....	.....
More than thirteen tons and up to fourteen tons.....	.....	.....	.....	.....
More than fourteen tons and up to fifteen tons.....	.....	.....	.....	.....

**Gross Weight — Solid Tires**

Less than two tons.....	5
Of two tons and up to three tons.....	15
More than three tons and up to four tons.....	9
More than four tons and up to five tons.....	16
More than five tons and up to six tons.....	15
More than six tons and up to seven tons.....	16
More than seven tons and up to eight tons.....	64
More than eight tons and up to nine tons.....	22
More than nine tons and up to ten tons.....	26
More than ten tons and up to eleven tons.....	1
More than eleven tons and up to twelve tons.....	6
More than twelve tons and up to thirteen tons.....	.....
More than thirteen tons and up to fourteen tons.....	.....
More than fourteen tons and up to fifteen tons.....	3
	198
Municipal.....	2,178
Ontario Government.....}	907
Dominion Government.....	3,085
	70,693

**Registrations**

Originals.....	8,263
Renewals.....	62,430
	70,693

**TRAILERS REGISTERED**

Counties	Cities		
Algoma.....	87	Sau t Ste. Marie.....	147
Brant.....	399	Brantford.....	228
Bruce.....	495	.....	495
Carleton.....	349	Ottawa.....	532
Dufferin.....	153	.....	153
Dundas.....	147	.....	147
Durham.....	257	.....	257
Elgin.....	592	St. Thomas.....	130
Essex.....	723	Windsor.....	515
Frontenac.....	129	Kingston.....	167
Glengarry.....	74	.....	74
Grenville.....	96	.....	96
Grey.....	346	Owen Sound.....	105
Haldimand.....	388	.....	451
Haliburton.....	39	.....	388
Halton.....	276	.....	39
Hastings.....	674	Belleville.....	160
Huron.....	342	.....	276
Kenora.....	45	.....	342
Kent.....	829	Chatham.....	197
Lambton.....	682	Sarnia.....	131
Lanark.....	254	.....	834
Leeds.....	216	.....	254
Lennox and Addington.....	193	.....	216
Lincoln.....	286	St. Catharines.....	199
Middlesex.....	874	London.....	565
Muskoka.....	117	.....	485
Nipissing.....	62	North Bay.....	1,439
Norfolk.....	619	.....	117
Northumberland.....	306	.....	139
Ontario.....	289	Oshawa.....	619
Oxford.....	642	Woodstock.....	246
Parry Sound.....	83	.....	535
Peel.....	395	.....	619
Perth.....	591	Stratford.....	68
Peterborough.....	183	Peterborough.....	141
Prescott.....	92	.....	710
Prince Edward.....	237	.....	362
Rainy River.....	184	.....	395
Renfrew.....	293	.....	92

## TRAILERS REGISTERED—Continued

Russell.....	71		71
Simcoe.....	608		608
Stormont.....	159		159
Sudbury.....	66	Sudbury.....	72
Thunder Bay.....	43	Fort William.....	135
		Port Arthur.....	65
Timiskaming.....	292		243
Victoria.....	231		292
Waterloo.....	515	Galt.....	97
Welland.....	412	Kitchener.....	215
Wellington.....	417	Niagara Falls.....	167
Wentworth.....	492	Welland.....	93
York.....	1,076	Hamilton.....	1,037
Miscellaneous.....	136	Toronto.....	4,550
			5,626
			0
	17,579		10,351
			27,930

## Trailer Gross Weight

One tons or less.....	24,270
More than one ton and up to two tons.....	80
More than two tons and up to three tons.....	299
More than three tons and up to four tons.....	2
More than four tons and up to five tons.....	3
More than five tons and up to six tons.....	31
More than six tons and up to seven tons.....	31
More than seven tons and up to eight tons.....	7
More than eight tons and up to nine tons.....	17
More than nine tons and up to ten tons.....	1
More than ten tons and up to eleven tons.....	1
More than eleven tons and up to twelve tons.....	1
More than twelve tons and up to thirteen.....	1
More than thirteen tons and up to fourteen.....	12
More than fourteen tons and up to fifteen.....	12
Municipal.....	22
Free.....	

## AUTOMOBILE DEALERS REGISTERED

Counties	Cities		
Algoma.....	1 Sault Ste. Marie.....	11	
Brant.....	7 Brantford.....	12	
Bruce.....	7		
Carleton.....	10 Ottawa.....	5	
Dufferin.....	6		
Dundas.....	10		
Durham.....	8		
Elgin.....	4 St. Thomas.....	8	12
Essex.....	12 Windsor.....	57	60
Frontenac.....	2 Kingston.....	20	2
Glengarry.....	3		
Grenville.....	6		
Grey.....	8 Owen Sound.....	6	1
Haldimand.....	11		
Haliburton.....	1		
Halton.....	8		
Hastings.....	17 Belleville.....	9	2
Huron.....	10		
Kenora.....	10		
Kent.....	11 Chatham.....	12	1
Lambton.....	5 Sarnia.....	8	1
Lanark.....	13		
Leeds.....	12		
Lennox and Addington.....	3		
Lincoln.....	2 St. Catharines.....	18	20
Middlesex.....	2 London.....	22	0

**AUTOMOBILE DEALERS REGISTERED—Continued**

Muskoka.....	7	.....	.....	7
Nipissing.....	4	North Bay.....	5	9
Norfolk.....	8	.....	.....	8
Northumberland.....	9	.....	.....	9
Ontario.....	8	Oshawa.....	49	57
Oxford.....	19	Woodstock.....	8	27
Parry Sound.....	8	.....	.....	8
Peel.....	8	.....	.....	8
Perth.....	12	Stratford.....	11	23
Peterborough.....	.....	Peterborough.....	12	12
Prescott.....	14	.....	.....	14
Prince Edward.....	9	.....	.....	9
Rainy River.....	5	.....	.....	5
Renfrew.....	22	.....	.....	22
Russell.....	3	.....	.....	3
Simcoe.....	26	.....	.....	26
Stormont.....	17	.....	.....	17
Sudbury.....	2	Sudbury.....	12	14
Thunder Bay.....	4	Fort William.....	12	.....
.....	.....	Port Arthur.....	7	23
Timiskaming.....	38	.....	.....	38
Victoria.....	12	.....	.....	12
Waterloo.....	6	Galt.....	6	.....
Welland.....	9	Kitchener.....	15	27
Wellington.....	11	Niagara Falls.....	6	.....
Wentworth.....	6	Welland.....	6	21
York.....	34	Guelph.....	17	28
Miscellaneous.....	.....	Hamilton.....	70	76
.....	.....	Toronto.....	287	321
	493		776	1,269

**MOTOR CYCLES REGISTERED**

Counties	Cities		
Algoma.....	14 Sault Ste. Marie.....	27	41
Brant.....	27 Brantford.....	30	57
Bruce.....	23	.....	23
Carleton.....	37 Ottawa.....	208	245
Dufferin.....	6	.....	6
Dundas.....	22	.....	22
Durham.....	25	.....	25
Elgin.....	49 St. Thomas.....	31	80
Essex.....	51 Windsor.....	81	132
Frontenac.....	10 Kingston.....	60	70
Glengarry.....	12	.....	12
Grenville.....	16	.....	16
Grey.....	29 Owen Sound.....	10	39
Haldimand.....	30	.....	30
Haliburton.....	.....	.....	.....
Halton.....	48	.....	48
Hastings.....	42 Belleville.....	20	62
Huron.....	56	.....	56
Kenora.....	16	.....	16
Kent.....	28 Chatham.....	17	45
Lambton.....	27 Sarnia.....	12	39
Lanark.....	31	.....	31
Leeds.....	36	.....	36
Lennox and Addington.....	16	.....	16
Lincoln.....	62 St. Catharines.....	26	88
Middlesex.....	50 London.....	140	190
Muskoka.....	32	.....	32
Nipissing.....	26 North Bay.....	14	40
Norfolk.....	49	.....	49
Northumberland.....	41	.....	41
Ontario.....	42 Oshawa.....	46	88
Oxford.....	50 Woodstock.....	20	70
Parry Sound.....	15	.....	15
Peel.....	46	.....	46

MOTOR CYCLES REGISTERED *Continued*

Perth.....	25	Stratford.....	31	58
Peterborough.....	7	Peterborough.....	38	46
Prescott.....	24			23
Prince Edward.....	21			21
Rainy River.....	4			4
Renfrew.....	26			26
Russell.....	9			9
Simcoe.....	82			82
Stormont.....	78			78
Sudbury.....	8	Bulldury.....	33	7
Thunder Bay.....	10	Fort William.....	29	1
Timiskaming.....	123	Port Arthur.....	19	1
Victoria.....	15			1
Waterloo.....	75	Galt.....	1	1
Welland.....	70	Kitchener.....	79	1
Wellington.....	15	Niagara Falls.....	21	1
Wentworth.....	51	Welland.....	22	1
York.....	230	Hamilton.....	100	1
Miscellaneous.....				1
	1,957		2 00	

## MOTOR VEHICLES BRANCH

Highways Department

## Revenue for Fiscal Year 1936-1937

	Gross	Deduction	
Passenger Car Permits.....	\$ 6,258,979.00	\$ 104,00	
Commercial Permits.....	2,070,012.00	1,000.00	2,069,012.00
Dealers' Permits.....	34,252.00	25.00	34,227.00
Motorcycle Dealers' Permits.....	96.00		96.00
Trailer Permits.....	277,449.50	5.00	277,444.50
Two Purpose Permits.....	17,639.00	327.50	17,311.50
Chaufeurs.....	259,152.00	20,277.10	238,874.90
Operators and Instruction.....	664,852.50	62,038.80	602,813.70
Motorcycle Permits.....	13,681.00		13,681.00
Transfers.....	239,795.00	10.00	239,785.00
Duplicate Cards.....	8,254.00	2.50	8,251.50
In Transits.....	11,465.00		11,465.00
Certificates and Searches.....	100.00		100.00
Fines.....	99,057.00	309.00	98,748.00
Lists.....	362.63		362.63
Public Vehicles.....	102,085.00		102,085.00
Public Commercial Vehicles.....	168,095.88	6,422.00	191,517.88
Postage.....	83.00		83.00
Testing Headlights.....	80.00		80.00
Testing Safety Glass.....	300.00		300.00
Examination Fees.....	17,175.00	1.00	17,174.00
Miscellaneous.....	107.00		107.00
	\$ 11,144,955.38	\$ 228,408.82	\$ 10,916,265.15

Balances due from Agents.....

Less amount overcharged on:-

Commercials.....	\$ 24.00
Transfers.....	1.00
Trailers.....	11.00
Passengers Cars.....	27.00

1935-36 Overdrawn Credits.....

Adjustments on Previous Balances.....

	\$ 11,144,955.38	\$ 228,690.22	\$ 10,916,265.15

Bank Interest.....

1935-36 Balances Paid.....

1935-36 Underdrawn Paid.....

	7.32		
	218.40		
	.20		

225.92

\$ 10,916,491.08

**MOTOR VEHICLES BRANCH**  
**Highways Department**  
**Revenue for Fiscal Year 1936-1937**

Passenger Car Permits.....	\$ 6,258,979.00
Commercial Permits.....	2,970,912.50
Dealers' Permits.....	34,252.00
Motorcycle Dealer Permits.....	96.00
Trailer Permits.....	277,449.50
Two Purpose Permits.....	17,639.00
Chausfeurs.....	259,152.00
Operators and Instructions.....	664,852.50
Motorcycle Permits.....	13,681.00
Transfers.....	239,795.00
Duplicate Cards.....	8,254.00
In Transits.....	11,465.00
Certificates and Searches.....	476.95
Fines.....	99,057.00
Lists.....	362.63
Public Vehicles.....	102,688.99
Public Commercial Vehicles.....	168,095.88
Postage.....	83.93
Testing Headlights.....	80.00
Testing Safety Glass.....	300.00
Examination Fees.....	17,175.00
Miscellaneous.....	107.50
	\$ 11,144,955.38
<b>Less:</b> —	
Commissions deducted by Agents.....	\$ 219,165.75
Refunds deducted by Provincial Treasurer.....	3,034.07
Balances due from Agents.....	86.60
Amounts overcharged on:—	
Passenger Cars.....	\$ 27.00
Commercials.....	24.00
Transfers.....	1.00
Trailers.....	11.00
	63.00
Journal entry re-Fine.....	10.00
Journal entries re Ont. Munic. Board fees.....	6,177.00
1935-36 Overdrawn Credits.....	125.80
Cheques charged back as N.S.F.:—	
People's Fuel (Pass. Car)....	\$ 7.00
G. Wilfred Carrow (P.C.V.)....	15.00
	22.00
Adjustments on previous balances.....	6.00
	-----
Bank Interest.....	\$ 7.32
1935-36 Balances paid.....	218.40
1935-36 Underdrawn paid....	.20
	225.92
	-----
	\$ 10,916,491.08

MOTOR VEHICLES BRANCH, 1936

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MOTOR VEHICLES BRANCH

Highways Department

Itemized Statement of Receipts for Fiscal Year 1936-1937

PASSENGER CARS:—

192,304 at \$ 7.00 4 cyl.....	\$ 1,346.12
3,321 at 3.50 (half fee).....	11.62
280,427 at 12.00 6 cyl.....	3,365.24
4,488 at 6.00 (half fee).....	26.92
21,574 at 15.00 6 cyl.....	323.10
359 at 7.50 (half fee).....	2.69
69,448 at 15.00 8 cyl.....	1,041.72
1,201 at 7.50 (half fee).....	9.007
5,448 at 20.00 8 cyl.....	108,960.00
132 at 10.00 (half fee).....	1,320.00
440 at 30.00 12 cyl.....	13,200.00
22 at 15.00 (half fee).....	330.00
30 at 40.00 16 cyl.....	1,200.00
1 at 20.00 Electric.....	.20
2 at 20.00 Steam.....	.40
3,438 at 2.00 New Sets.....	6,876.00
57 No Fee New Sets.	
701 Free.	
(583,393) Balance of Fees.....	199.50

COMMERCIALS:—

Pneumatic Tires

29,953 at \$ 10.00.....	\$ 299,530.00
1,186 at 5.00 (half fee).....	5,930.00
15,427 at 24.00.....	370,248.00
783 at 12.00 (half fee).....	9,396.00
2 at 6.00 (quarter fee).....	12.00
8,270 at 48.00.....	396,960.00
338 at 24.00 (half fee).....	8,112.00
5,587 at 65.00.....	368.00
203 at 32.50 (half fee).....	6,597.50
3,236 at 84.00.....	275.00
126 at 42.00 (half fee).....	5.00
2 at 21.00 (quarter fee).....	42.00
2,863 at 98.00.....	280,574.00
126 at 49.00 (half fee).....	6,174.00
3,022 at 112.00.....	338,464.00
173 at 56.00 (half fee).....	9,688.00
2 at 28.00 (quarter fee).....	5.00
1,048 at 144.00.....	150,912.00
61 at 72.00 (half fee).....	4.00
1,319 at 170.00.....	223,230.00
45 at 85.00 (half fee).....	37.50
9 at 198.00.....	1,782.00
23 at 228.00.....	5,244.00
3 at 114.00 (half fee).....	342.00
6 at 260.00.....	1,560.00
9 at 294.00.....	2,646.00
23 at 330.00.....	7,590.00
1 at 100.00 Special.....	100.00

Solid Tires

4 at \$ 16.00.....	\$ 64.00
13 at 33.00.....	429.00
2 at 16.50 (half fee).....	33.00
7 at 60.00.....	420.00
11 at 80.00.....	880.00
7 at 102.00.....	714.00
15 at 119.00.....	1,785.00
52 at 136.00.....	7,072.00
2 at 68.00 (half fee).....	136.00
22 at 171.00.....	3,762.00
1 at 85.50 (half fee).....	85.50
55 at 200.00.....	11,000.00
3 at 100.00 (half fee).....	300.00
1 at 231.00.....	231.00

7 at	264.00		1,848.00
1 at	132.00 (half fee)		132.00
2 at	299.00		598.00
9 at	375.00		3,375.00
1 at	187.50 (half fee)		187.50

2,307 at	2.00 Munic.		4,614.00
1,374 at	2.00 New Sets.		2,748.00
9 No Fee	New Sets.		

867 Free.

Iner. Capacity			75,708.50
Bal. of Fees (1934)			102.00
Bal. of Fees (1935)			421.00
Bal. of Fees (1936)			608.00

## BUSES:—

Pneumatic Tires			
1 at	\$ 10.00		\$ 10.00
24 at	24.00		576.00
1 at	12.00 (half fee)		12.00
27 at	36.00		972.00
1 at	18.00 (half fee)		18.00
86 at	55.00		4,730.00
5 at	27.50 (half fee)		137.50
128 at	72.00		9,216.00
169 at	84.00		14,196.00
12 at	42.00 (half fee)		504.00
105 at	96.00		10,080.00
1 at	48.00 (half fee)		48.00
35 at	117.00		4,095.00
75 at	130.00		9,750.00
74 at	165.00		12,210.00
54 at	180.00		9,720.00

## Solid Tires

, 2 at	\$105.00		\$ 210.00
8 at	160.00		1,280.00
4 at	144.00		756.00
2 at	216.00		432.00
1 at	108.00 (half fee)		108.00

8 at	2.00 New Sets.		16.00
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1 at Free.

1 at Free.

(79,442)

Iner. Capacity			85.00
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\$ 2,970,912.50

## "M" DEALERS:—

1,365 at	\$ 25.00		\$ 34,125.00
6 at	12.50 (half fee)		75.00
16 at	2.00 New Sets.		52.00

\$ 34,252.00

(1,397)

## "M.C" DEALERS:—

15 at	6.00		\$ 90.00
(17) 2 at	3.00 (half fee)		6.00

\$ 96.00

## TRAILERS:—

27,507 at	\$ 3.00		\$ 82,521.00
2,322 at	1.50 (half fee)		3,483.00
897 at	10.00		8,970.00
74 at	5.00 (half fee)		370.00
270 at	21.00		5,670.00
31 at	10.50 (half fee)		325.50
177 at	32.00		5,664.00
18 at	16.00 (half fee)		288.00
277 at	50.00		13,850.00
12 at	25.00 (half fee)		300.00

## MOTOR VEHICLES BRANCH, 1936

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362 at	66.00		\$ 24,492.00
15 at	33.00 (half fee)		495.00
453 at	77.00		34,881.00
22 at	38.50 (half fee)		847.00
846 at	88.00		74,419.00
21 at	44.00 (half fee)		924.00
22 at	108.00		2,376.00
96 at	120.00		11,520.00
9 at	60.00 (half fee)		340.00
1 at	30.00 (quarter fee)		30.00
14 at	210.00		2,940.00
1 at	100.00 Special		100.00
295 at	2.00 Munic.		590.00
151 at	1.00 New Sets		131.00
83 at Free.			
(33,976)			
	Increased Capacity		2,216.00
	Bal. of Fees (1935)		29.00
	Bal. of Fees (1936)		29.00

## Two PURPOSE:—

1,221 at \$ 7.00 4 cyl.		\$ 8,547.00
45 at 3.50 (half fee)		157.50
635 at 12.00 6 cyl.		7,620.00
9 at 6.00 (half fee)		54.00
19 at 15.00 6 cyl.		285.00
46 at 15.00 8 cyl.		690.00
1 at 7.50 (half fee)		7.50
1 at 20.00 8 cyl.		20.00
124 at 2.00 New Sets		248.00
9 at Free New Sets.		
(2,110)		
Bal. of Fees		100.00

## CHAUFFEURS:—

20,056 at \$ 2.00 Originals		\$ 40,112.00
3,957 at 1.00 Orig. (half fee)		3,957.00
212,824 at 1.00 Renewals		212,824.00
24 at Free Renewals.		
(236,861)		
Prev. year fees (1936)		1,400.00
Prev. year fees (1935)		1,494.00
Prev. year fees (1934)		1,114.00

## OPERATORS:—

612,884 at \$ 1.00 Operators		\$ 612,884.00
94,403 at .50 Instruct.		47,201.50
845 at 1.00 M. C. Oper.		845.00
3 at Free Oper.		
2 at Free M. C. Oper.		
(708,137)		
Prev. year Oper. Fees (1936)		\$ 1,487.00
Prev. year Oper. Fees (1935)		2,404.00
Prev. year Oper. Fees (1934)		24.00
Prev. year M. C. Oper. Fees (1936)		2.00
Prev. year M. C. Oper. Fees (1935)		5.00
		\$ 664,852.50

## MOTOR CYCLES:—

4,410 at \$ 3.00		\$ 13,230.00
148 at 1.50 (half fee)		222.00
7 at 1.00 New Sets		7.00
111 at 2.00 Munic.		222.00
223 at Free.		
(4,899)		\$ 13,681.00

## TRANSFERS:—

100,242 at \$ 2.00	Passenger.....	\$ 200,484.00
6,704 at .2.00	Commercial.....	13,408.00
771 at 1.00	M. Cycles.....	771.00
157 at 2.00	Two Purp.....	314.00
186 at 2.00	Trailers.....	372.00
20 at 2.00	"M" Dealers.....	40.00
(108,080)		
22,789 at 1.00	Dlrs' Pass.....	22,789.00
1,617 at 1.00	Dlrs' Comm.....	1,617.00
(24,406)		
		\$ 239,795.00

## DUPLICATE CARDS:—

3,540 at \$ 0.50	Pass.....	\$ 1,770.00
669 at .50	Comm.....	334.50
56 at .50	M. Cycles.....	28.00
10 at .50	Two Purp.....	5.00
99 at .50	Trailers.....	49.50
872 at .50	Pass. Trans.....	436.00
86 at .50	Comm. Trans.....	43.00
16 at .50	M. C. Trans.....	8.00
5 at .50	Two Purp.....	2.50
1 at .50	Trailer Trans.....	.50
33 at .50	Dlrs' Pass.....	16.50
3 at .50	Dlrs' Comm.....	1.50
456 at .50	Chauff. Orig.....	228.00
3,694 at .50	Chauff. Rents.....	1,847.00
6,831 at .50	Oper.....	3,415.50
9 at .50	M. C. Oper.....	4.50
3 at .50	Instructions.....	1.50
(16,383)		
113 at .50	(1935).....	56.50
12 at .50	(1934).....	6.00
		\$ 8,254.00

## IN TRANSITS:—

22,930 at \$ 0.50	.....	\$ 11,465.00
		\$ 11,465.00

## SEARCHES AND CERTIFICATES:—

846 at \$ 0.25	.....	\$ 211.50
147 at .50	.....	73.50
1 at .60	.....	.60
64 at .75	.....	48.00
44 at 1.00	.....	44.00
9 at 1.25	.....	11.25
4 at 1.50	.....	6.00
10 at 1.75	.....	17.50
1 at 1.80	.....	1.80
10 at 2.00	.....	20.00
1 at 2.20	.....	2.20
2 at 2.25	.....	4.50
2 at 2.50	.....	5.00
1 at 2.60	.....	2.60
1 at 2.75	.....	2.75
3 at 3.00	.....	9.00
1 at 3.50	.....	3.50
1 at 3.75	.....	3.75
1 at 4.50	.....	4.50
1 at 5.00	.....	5.00
(1,150)		
		\$ 476.95

## MISCELLANEOUS.....

FINES.....		\$ 107.50
LISTS.....		99,057.00
PUBLIC VEHICLES.....		362.63
PUBLIC COMMERCIAL VEHICLES.....		102,688.99
POSTAGE.....		168,095.88
TESTING HEADLIGHTS.....		83.93
TESTING SAFETY GLASS.....		80.00
		300.00

MOTOR VEHICLES BRANCH, 1936

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EXAMINATION FEES..... 17,170.00

COMMISSIONS PAID TO AGENTS:—

Passenger Cars.....	\$ 102,879.30
Commercial.....	13,585.40
Two Purpose.....	312.55
Motor Cycles.....	439.05
Trailers.....	5,873.17
Transfers.....	12.50
In Transits.....	20.00
Operators and Instructions.....	62,020.40
Chauffeurs.....	20,275.10

210,466.76

REFUNDS:—

Passenger Cars.....	\$ 1,205.25
Commercial.....	25.00
Trailers.....	1.00
Two Purpose.....	15.00
"M" Dealers.....	2.00
Chauffeurs.....	1.00
Operators and Instructions.....	1.00
Motor Cycles.....	12.00
Transfers.....	1.00
Fines.....	293.00
Public Commercial Vehicles.....	230.00
Examination Fees.....	14.00
Duplicate Cards.....	1.00
In Transits.....	295.00

5091.00

LESS AMOUNT OVERCHARGED ON:

Trailers.....	11.00
Dlr's. Comm. Transfer.....	1.00
Passenger Cars.....	27.00
Commercial.....	24.00

63.00

1935-1936 Overdrawn Credits.....

17.00

1936-1937 Balances due from Agents.....

40.00

Journal entry re Ont. Munic. Board Fees.....

0.00

Journal entre re Fine.....

0.00

CHEQUES CHARGED BACK AS N. S. F.—

People's Fuel (Pass. Car).....	\$ 7.00
G. Wilfred Carrow (P.C.V.).....	15.00

Adjustments on Prev. Balances.....

10,000,491.00

Deposited with Treasury as shown by Treasurer's Statement

\$ 11,144,955.38

Interest.....	\$ 7.32
1935-1936 Bals. Paid.....	218.40
1935-1936 Underdrawn Paid.....	.20

\$ 11,144,955.38

**REPORT OF THE FINANCIAL RESPONSIBILITY  
DIVISION FOR THE YEAR 1936**

The drivers' records compiled in this division at the end of the year 1936 covered the operating histories of more than 200,000 Ontario drivers who, since September 1st, 1930, had been involved in a reportable accident, had been convicted of an offence against the Highway Traffic Act or of the provisions of the Criminal Code relating to the use of motor vehicles, who had failed to satisfy judgment for damages occasioned by a motor vehicle, been the subject of a complaint as to actions while driving, or had been suspended because of physical or mental unfitness or for any other reason.

During 1936, 4,932 suspension orders were issued. Of these 3,860 required the filing of proof of financial responsibility. Reckless driving continued to be the major cause for suspension of licenses, with failure to maintain proof of financial responsibility, as required, as the second most important cause in point of number of suspensions.

The increased use of drivers' records as a means of removing dangerous individuals from our highways is indicated by the increased number of suspensions issued for "other offences" which classification includes Departmental suspensions based on these records rather than any individual offence.

The following tables show the number of Financial Responsibility suspensions made effective during the year 1936 and from September 1st, 1930, to December 31st, 1936, and the number of suspensions relieved during the same periods. The third table shows the number of non-financial responsibility suspensions enforced during these periods.

**FINANCIAL RESPONSIBILITY SUSPENSIONS**

Cause	1936	Sept. 1, 1930 to Dec. 31, 1936
Reckless driving.....	1,711	7,550
Speeding.....	84	269
Racing.....	2	11
No driver's license.....	212	4,344
Criminal negligence.....	26	191
Other offences.....	95	529
Unsatisfied judgments.....	82	405
Policy Cancellations.....	894	4,069
Fail to remain at accident.....	232	1,094
Driving while intoxicated.....	522	2,883
Totals.....	3,860	21,345

**FINANCIAL RESPONSIBILITY SUSPENSIONS LIFTED**

Cause	1936	Sept. 1, 1930 to Dec. 31, 1936
Reckless driving.....	988	4,628
Speeding.....	55	189
Racing.....	2	11
No driver's license.....	95	4,021
Criminal negligence.....	7	82
Other offences.....	27	137
Unsatisfied judgments.....	35	119
Policy Cancellations.....	447	2,492
Fail to remain at accident.....	116	677
Driving while intoxicated.....	165	1,072
Expiry (not classified).....	480	954
Totals.....	2,417	14,382

**NON-FINANCIAL RESPONSIBILITY SUSPENSIONS**

Cause	1936	Sept. 1, 1930 to Dec. 31, 1936
Reckless driving.....	768	4,105
Speeding.....	73	266
Racing.....	.....	4
No driver's license.....	6	17
Criminal negligence.....	.....	44
Other offences.....	203	592
Unsatisfied judgments.....	6	37
Fail to remain at accident.....	8	24
Driving while intoxicated.....	8	67
Totals.....	1,072	5,116

### ONTARIO MOTOR VEHICLE ACCIDENT STATISTICS — 1936

During 1936, reports of 11,388 motor vehicle accidents were received representing an increase of 6.9 per cent. from the corresponding total for 1935.

#### NATURE OF ACCIDENTS REPORTED:—

Of the 11,388 mishaps reported, 501 resulted in fatal injuries to one or more persons. 7,803 caused personal injury, and 3,084 resulted in property damage only.

As compared with the general advance in the number of accidents reported to 6.9 per cent., 'personal injury' accidents showed an increase of 5.9 per cent. 'property damage only' mishaps advanced by 10.8. Fatal accidents (501) were unchanged from the year's total.

#### ACCIDENTS BY TYPE OF COLLISION:—

Of the various types of accidents reported, the most significant increases were the 9.6% increase of 'collisions with bicycles'; 8.2 per cent. advance; and 'collision with fixed object' accidents increased in number by 7.1 per cent. Collisions with bicycles and collisions with fixed objects were the only classes to have shown an increase in each succeeding year since 1931.

#### FATAL ACCIDENTS BY TYPE OF COLLISION

Of the 501 fatal accidents reported during the year, 233 were of the 'collision with fixed object' type, 82 involved collisions between motor vehicles, 60 were non-collision and 12 involved collisions with fixed objects. While there was no change in the total reported from the corresponding total for 1935, fatal mishaps involving collisions with vehicles increased in number by 26.2 per cent.

#### URBAN AND RURAL ACCIDENTS:—

In the following sections 'urban' accidents will include mishaps which occur within the limits of incorporated cities, towns and villages of the Province, and accidents outside these limits will include those which happened on the King's Highways, county roads and other rural roads.

While it should be kept in mind that the reduction in the number and severity of fatal accidents is a 'wholesale' problem since it involves fundamental causes which apply generally, nevertheless a knowledge of the variations to be found in urban and rural experience leads to a proper approach and correction can best be brought about with these differences in mind.

During 1936, there were 7,048 urban accidents reported or 61.9 per cent. of the total. More than nine of every ten (92.5%) of the urban mishaps fell within the following classifications: 'collision with pedestrian' (2,887), 41.0 per cent.; 'collision with other motor vehicle' (2,295), 32.6 per cent.; 'collision with bicycle' (967), 13.7 per cent.; and 'collision with fixed object' (366), 5.2 per cent.

Urban fatal mishaps (193) accounted for 38.5 per cent. of the total for 1936. Pedestrian accidents (131) made up the largest share (67.9%) of the fatal accidents, with other motor vehicle and collision with bicycle types with 11.6 and 10.5 per cent. respectively.

As compared with the 6.9 per cent. advance in all Ontario accidents during 1936, urban accidents increased from the 1935 total 8.3 per cent. Urban accidents involving collisions with fixed objects advanced by 10.9 per cent.; the 'collision with bicycle' type increased by 12.9 per cent. from the corresponding total for 1935, while collisions with other motor vehicles increased 9.1 per cent. and 8.8 per cent.

While urban fatal accidents (193) were one less in number than in 1935, the 'collision with pedestrian' type — which made up more than two-thirds (67.9%) of the fatal accidents — increased by 12.9 per cent. Fatal accidents involving collisions between motor vehicles were two above the total for 1935 while the remaining number of fatal accidents showed a decreased frequency from the same totals for the previous year.

Rural accidents reported (4,340) made up 38.1 per cent. of the total for 1936. Of the 4,340 rural accidents, almost 90 per cent. were of four types: 'Collision with fixed object' (2,157), 49.7 per cent.; non-collision accidents (616), 14.2 per cent.; 'collision with other motor vehicle' (572), 13.2 per cent.; and collisions with pedestrians (504), 11.6 per cent.

Considerable variation from these percentages was found in the distribution of the 308 rural accidents which made up 61.5 per cent. of the provincial total. Of the 308 mishaps of the eleven types reported, 102 (33.1%) were collisions with pedestrians; 65 (21.1%) resulted from collisions with motor vehicles; non-collision accidents (55) made up 17.9 per cent. of the total, and 36 accidents (11.0% of total) were of the 'collision with fixed object' type.

As compared with the 6.9 per cent. advance in all accidents reported and 8.3 per cent. in urban mishaps, accidents on rural roads showed a percentage gain of 14.3 per cent. of the eleven types of rural accidents decreased in number from the 1935 totals. The 'collision with fixed object' class showed the greatest (14.3%) rate of increase, followed by collisions with other motor vehicles (11.0%), non-collision accidents (10.8%), collisions with fixed objects (8.8 per cent. advance), and collisions with other motor vehicles and with fixed objects (7.3 per cent. and 5.8 per cent., respectively).

The number of rural fatal accidents (308) was one above the total for the previous year. The most significant increases were found in the number of collisions with other motor vehicles (30% gain) and in non-collision accidents which showed a 12.2 per cent. advance.

#### ACCIDENTS DETAILED BY LOCATION:—

More than half (56.3%) of the accidents reported during 1936 occurred in the incorporated cities of the Province. King's Highway accidents made up the next largest share (24.2%) followed by those on county and township roads which comprised 9.4 and 4.5 per cent., respectively.

In contrast with the increase in all accidents amounting to 6.9 per cent., mishaps on city streets showed a gain of 8.8 per cent. from the 1935 total, while the percentage advances on the King's Highways and township roads were 6.8 per cent. and 5.7 per cent.

Considerable variation from the above percentages was observed in the distribution of fatal accidents. Accidents on the King's Highways—which accounted for 24.2 per cent. of the Ontario total—resulted in more than a third (33.7%) of the fatal mishaps, while city accidents, which made up 56.3 per cent. of all mishaps, accounted for only 27.9 per cent. of the fatal cases. The higher fatal rate of rural accidents is further indicated by the 'county' and 'township' road classifications which included 18.0 per cent. and 9.8 per cent. of the fatal accidents but only 9.4 and 4.5 per cent. of all accidents.

Fatal accidents on the township roads and in villages increased in number while those in the four remaining classifications decreased from the corresponding totals for 1935.

#### PERSONS FATALIY INJURED:—

During 1936 there were 546 persons fatally injured in Ontario as the result of motor vehicle accidents. Of this total, 235 (43.0%) resulted from the 'collision with pedestrian' type of accident; 95 deaths (17.4% of total) were due to the 'collision with other motor vehicle' class of accident; and 12.2 per cent. were the result of non-collision accidents. Fatalities resulting from collisions with fixed objects and collisions with railroad trains made up 7.9 per cent. and 7.3 per cent. of the total.

Children and elderly people were, proportionately, the greatest sufferers in pedestrian accidents. In the age group '0-4 years' 88.5 per cent. of the children fatally injured were pedestrians; in the age group '5-14 years' 77.6 per cent. were pedestrians; and in the age class '65 years and over' 67.5 per cent. were pedestrians.

On the other hand, only 19.2 per cent. of the fatalities in age group '15 to 35 years' resulted from the 'collision with pedestrian' type of accident. In the latter group, 22.1 per cent. received their injury in collisions between motor vehicles, 17.4 per cent. were the result of non-collision accidents, and 14.5 per cent. were the result of collisions with fixed objects.

#### SEX AND AGE OF DRIVERS IN ACCIDENTS:—

Of the 16,070 drivers in reported accidents during the year, 15,037 or 93.6 per cent. were male and 1,033 or 6.4 per cent. were female. Obviously, in the absence of several important factors, this ratio of 15 to 1 does not measure the relative driving dependability of the two sexes, since the mileage driven by women drivers generally is less than that of male operators. It is believed that the better experience suggested by the accident data is to an indeterminable extent the result of less exposure to the possibility of accident.

Of the drivers of stated age, involved in motor vehicle accidents during 1936, more than two-thirds (67.5%) were between 25 and 54 years of age, and 22.7 per cent. were between 18 and 24 years of age.

The percentages of drivers in the various age groups do not necessarily give indication of the driving ability of drivers in these groups since no data are available as to the differences in mileages driven at different ages, or the number of drivers registered in the various age groups.

The 1936 statistics showed, however, that 1.6 per cent. of the drivers in accidents were under 18 years of age, and 2.1 per cent. were 65 years of age or over. This would appear to disprove the commonly held belief that the very young drivers and the elderly drivers are responsible for or cause most of the motor vehicle accidents in Ontario.

#### ACCIDENTS BY HOUR AND DAY OF OCCURENCE:—

As might be expected, the number of accidents at different hours of the day shows a tendency to follow the fluctuations in the volume of vehicles, pedestrians and other traffic and the peaks correspond fairly closely to the hours when most people are going to and from work, school, meals or evening's recreation.

As was the case in previous years, the peak hour for motor vehicle accidents during 1936 was between 5.00 and 6.00 p.m., with 8.6 per cent. of the total recorded during that hour. Thirty-seven per cent. of all accidents reported took place in the four hours, 5.00 to 9.00 p.m.

More than half (52.6%) of the mishaps occurred during the eight-hour period 4.00 p.m. to 11.59 p.m.; a third of the total happened during the eight hours 8.00 a.m. to 3.59 p.m.; and 14.1 per cent. took place during the early morning hours, between mid-night and eight o'clock.

In contrast with the advance in all accidents amounting to 6.9 per cent., mishaps during the hours between mid-night and 8.30 a.m. showed a gain of 13.8 per cent. from the corresponding total for 1935; and those reported in the remaining two eight-hour periods, 8.00 a.m. to 3.59 p.m. and 4.00 p.m. to 11.59 p.m. increased by 7.1 and 4.8 per cent.

The peak hour for fatal accidents during the year was between 7.00 and 8.00 p.m. and more than half (55.6%) of the mishaps of this nature were placed within the eight-hour period, 4.00 p.m. to 11.59 p.m. There was no change in this proportion from the corresponding percentage for 1935. Fatal accidents during the two remaining eight-hour periods — 8.00 a.m. to 3.59 p.m. and 12.00 a.m. to 7.59 a.m. — accounted for 28.1 per cent. and 16.3 per cent. of the total.

As was the case in previous years, more accidents occurred on Saturdays than on any other day of the week. One-fifth (20.5%) of the accidents happened on Saturdays, 13 per cent. happened on Fridays and 13.3 per cent on Sundays. The total for Thursday during 1936 was higher than the totals for Friday and Sunday. The large number of accidents for the day before Christmas, which for several years has shown a greater number than any other single day, explains, in part, the large total shown for Thursday.

The greatest number of fatal accidents occurred on Saturdays — the total being more than 72 per cent. above the average number reported for the remaining days.

#### GENERAL:

Statistics covering various items of accident experience during 1936 at the end of the year for which data are available, are presented in the following tables:

Nature of Accident:	NATURE OF ACCIDENTS REPORTED							Total
	1931	1932	1933	1934	1935	1936		
Fatal*.....	525	461	372	476	501	501	2,583	
Personal injury*.....	6,191	6,182	5,965	6,763	7,365	7,803	40,2	
Property damage only..	2,525	2,528	2,297	2,406	2,782	3,081		
Total.....	9,241	9,171	8,634	9,645	10,648	11,388		

\*Denotes accidents in which persons suffered fatal and non-fatal injuries, but does not include accidents in which only persons killed and injured. 'Property damage only' accidents are those to vehicles or other property in which the value is in excess of \$50.00.

Type of Collision:	ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION							Total
	1931	1932	1933	1934	1935	1936		
Collision with pedestrian.....	2,989	2,826	2,697	2,994	3,195	3,195		
Collision with other automobile.....	3,829	3,555	3,243	3,767	4,115	4,4		
Collision with horse drawn vehicle.....	238	247	193	201	213	20		
Collision with R. R. train.....	152	118	91	101	118	131		
Collision with street car.....	218	229	176	175	202	160		
Collision with other vehicles.....	10	18	9	14	11	11		
Collision with fixed object.....	455	596	653	706	876	931		
Collision with bicycle.....	448	596	660	823	1,028	1,12		
Collision with motorcycle.....	187	190	177	159	173	174	1,060	
Non-collision accident.....	656	703	648	615	612	674	3,908	
Miscellaneous.....	59	93	87	90	105	92	520	
Total.....	9,241	9,171	8,634	9,645	10,648	11,388		

## FATAL ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

Type of Collision:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Collision with pedestrian.....	252	226	170	211	224	233	1,316	46.4
Collision with other automobile.....	67	60	50	76	65	82	400	14.1
Collision with horse drawn vehicle.....	11	7	7	6	9	7	47	1.7
Collision with R. R. train.....	43	35	25	26	33	27	189	6.7
Collision with street car.....	11	11	5	8	10	9	54	1.9
Collision with other vehicles.....	....	1	1	2	1	....	5	.2
Collision with fixed object.....	35	34	22	47	63	41	242	8.5
Collision with bicycle.....	18	28	25	31	35	30	167	5.9
Collision with motorcycle.....	10	9	5	7	7	6	44	1.5
Non-collision accident.....	73	44	59	61	54	60	351	12.4
Miscellaneous.....	5	6	3	1	....	6	21	.7
Total.....	525	461	372	476	501	501	2,836	100.0

## URBAN\* ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

Type of Collision:—	1932	1933	1934	1935	1936	Total	Per Cent.
Collision with pedestrian.....	2,362	2,255	2,506	2,653	2,887	12,663	42.02
Collision with other automobile..	1,910	1,743	1,863	2,104	2,295	9,915	32.90
Collision with horse drawn vehicle.....	102	71	75	94	91	433	1.44
Collision with R. R. train.....	57	46	45	57	60	265	.88
Collision with street car.....	206	161	165	185	184	901	2.99
Collision with other vehicles....	1	2	1	2	3	9	.03
Collision with fixed object.....	220	232	261	330	366	1,409	4.67
Collision with bicycle.....	497	532	683	881	967	3,560	11.81
Collision with motorcycle.....	144	123	121	129	131	648	2.15
Non-collision accident.....	57	49	71	73	58	308	1.02
Miscellaneous.....	15	4	1	2	6	28	.09
Total.....	5,571	5,218	5,792	6,510	7,048	30,139	100.00

\*Urban accidents include those which occurred on city, town and village streets.

## URBAN FATAL ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

Type of Collision:—	1932	1933	1934	1935	1936	Total	Per Cent.
Collision with pedestrian.....	137	95	129	116	131	608	65.8
Collision with other automobile.	12	10	16	15	17	70	7.6
Collision with horse drawn vehicle.....	1	1	....	4	....	6	.7
Collision with R. R. train.....	10	11	7	12	8	48	5.2
Collision with street car.....	7	5	8	8	7	35	3.8
Collision with other vehicles....	....	....	....	....	....	....	....
Collision with fixed object.....	5	8	8	14	7	42	4.5
Collision with bicycle.....	10	11	15	17	15	68	7.4
Collision with motorcycle.....	5	1	4	3	3	16	1.7
Non-collision accident.....	3	7	7	5	5	27	2.9
Miscellaneous.....	3	1	....	....	....	4	.4
Total.....	193	150	194	194	193	924	100.0

## RURAL\* ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

## Type of Collision:—

	1932	1933	1934	1935	1936	Total	Per Cent.
Collision with pedestrian.....	464	442	488	542	504	2,440	12.0
Collision with other automobile.....	1,645	1,500	1,904	2,011	2,157	9,217	47.6
Collision with horse drawn vehicle.....	145	122	126	11	11	11	0.6
Collision with R. R. train.....	61	45	56	31	31	31	0.2
Collision with street car.....	23	15	10	17	17	17	0.1
Collision with other vehicles.....	17	7	13	9	9	9	0.1
Collision with fixed object.....	376	421	445	546	546	546	2.8
Collision with bicycle.....	99	128	140	14	14	14	0.1
Collision with motorcycle.....	46	54	38	38	38	38	0.2
Non-collision accident.....	646	599	544	544	544	544	2.9
Miscellaneous.....	78	83	89	100	100	100	0.5
Total.....	3,600	3,416	3,853	4,138	4,138	4,138	100.0

\*Accidents on the King's Highways, county roads and township roads.

## RURAL FATAL ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

## Type of Collision:—

	1932	1933	1934	1935	1936	Total	Per Cent.
Collision with pedestrian.....	89	75	82	82	82	82	0.4
Collision with other automobile.....	48	40	40	40	40	40	0.2
Collision with horse drawn vehicle.....	6	6	6	6	6	6	0.1
Collision with R. R. train.....	25	14	19	21	21	21	0.1
Collision with street car.....	4	...	...	...	...	...	0.0
Collision with other vehicles.....	1	1	2	2	2	2	0.1
Collision with fixed object.....	29	14	39	39	39	39	0.2
Collision with bicycle.....	18	14	16	16	16	16	0.1
Collision with motorcycle.....	4	4	4	4	4	4	0.0
Non-collision accident.....	41	52	41	41	41	41	0.2
Miscellaneous.....	3	2	...	...	...	...	0.0
Total.....	268	222	281	305	305	305	100.0

## ALL ACCIDENTS DETAILED ACCORDING TO LOCATION

## Location:—

	1932	1933	1934	1935	1936	Total	Per Cent.
Cities.....	5,009	4,757	5,196	5,894	6,101	29,851	100.0
Towns.....	453	374	496	498	500	2,333	0.8
Villages.....	109	87	100	111	111	418	0.1
King's Highways.....	2,447	2,318	2,512	2,550	2,600	11,817	41.9
County roads.....	748	655	905	1,0	1,0	4,308	15.6
Township roads.....	405	443	435	400	400	1,740	6.3
Total.....	9,171	8,634	9,640	10,000	10,000	44,965	100.0

## FATAL ACCIDENTS DETAILED ACCORDING TO LOCATION

## Location:—

	1932	1933	1934	1935	1936	Total	Per Cent.
Cities.....	135	105	148	144	140	672	23.1
Towns.....	43	37	39	39	37	195	8.4
Villages.....	15	8	7	11	16	57	2.5
King's Highways.....	150	126	149	170	169	764	33.0
County Roads.....	86	61	91	99	90	427	18.7
Township roads.....	32	35	42	38	49	180	8.0
Total.....	461	372	476	501	501	2,311	100.0

## ROAD LOCATION AT WHICH ACCIDENTS OCCURRED

Road Location:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Street Intersection.....	3,085	3,017	2,856	3,133	3,638	3,593	19,322	32.90
Between street intersections.....	2,442	2,237	2,173	2,475	2,712	3,132	15,171	25.84
Rural intersection.....	358	350	369	346	385	520	2,328	3.96
Straight road.....	2,103	2,139	1,903	2,211	2,318	2,531	13,205	22.48
Private driveway.....	239	256	301	316	348	356	1,816	3.09
Curve.....	465	527	511	588	659	599	3,349	5.70
Hill.....	277	439	373	413	383	411	2,296	3.91
R.R. crossing:—								
(a) Man on duty or gates.....	11	7	5	9	12	6	50	.08
(b) Automatic signal.....	31	27	18	20	20	26	142	.24
(c) Unguarded.....	115	90	79	76	91	112	563	.96
Bridge.....	115	82	46	58	79	101	481	.82
On ferry or dock.....	.....	.....	.....	.....	3	1	4	.01
Total.....	9,241	9,171	8,634	9,645	10,648	11,388	58,727	100.00

## ROAD LOCATION AT WHICH FATAL ACCIDENTS OCCURRED

Road Location:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Street intersection.....	67	72	58	81	76	72	426	15.02
Between street intersections.....	112	96	71	105	100	106	590	20.80
Rural intersection.....	29	23	17	19	19	24	131	4.62
Straight road.....	175	159	138	158	182	185	997	35.16
Private driveway.....	22	18	14	14	16	17	101	3.56
Curve.....	41	32	25	34	42	37	211	7.44
Hill.....	27	23	22	32	24	28	156	5.50
R.R. crossing:—								
(a) Man on duty or gates.....	1	3	2	2	2	...	10	.35
(b) Automatic signal.....	7	11	5	1	7	5	36	1.27
(c) Unguarded.....	35	21	18	23	25	22	144	5.08
Bridge.....	9	3	2	7	7	4	32	1.13
On ferry or dock.....	.....	.....	.....	.....	1	1	2	.07
Total.....	525	461	372	476	501	501	2,836	100.00

## ALL ACCIDENTS CLASSIFIED ACCORDING TO LIGHT CONDITION PREVAILING

Light Condition:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Daylight.....	5,239	5,210	4,992	5,242	5,881	6,245	32,809	55.9
Dusk.....	799	569	489	452	454	535	3,298	5.6
Dark.....	3,181	3,378	3,143	3,941	4,309	4,598	22,550	38.5
Not stated.....	22	14	10	10	4	10	70	....
Total.....	9,241	9,171	8,634	9,645	10,648	11,388	58,727	100.0

## FATAL ACCIDENTS CLASSIFIED ACCORDING TO LIGHT CONDITION PREVAILING

Light Condition:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Daylight.....	282	235	193	247	236	229	1,422	50.1
Dusk.....	48	36	25	32	23	22	186	6.6
Dark.....	194	190	154	197	242	250	1,227	43.3
Not stated.....	1	....	....	....	....	....	1	....
Total.....	525	461	372	476	501	501	2,836	100.0

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**ALL ACCIDENTS CLASSIFIED BY HOUR OF OCCURRENCE**

<b>Hour of Occurrence:</b> —	<b>1931</b>	<b>1932</b>	<b>1933</b>	<b>1934</b>	<b>1935</b>	<b>1936</b>	<b>T</b>
12 to 1 A.M. ....	301	253	253	328	35	30	1,296
1 to 2 A.M. ....	178	201	141	222	17	20	618
2 to 3 A.M. ....	136	177	121	150	19	19	607
3 to 4 A.M. ....	83	74	104	92	10	10	379
4 to 5 A.M. ....	67	76	71	74	9	10	242
5 to 6 A.M. ....	54	62	61	65	7	8	242
6 to 7 A.M. ....	90	88	85	113	11	11	242
7 to 8 A.M. ....	129	124	126	175	17	17	242
8 to 9 A.M. ....	245	280	229	260	20	20	242
9 to 10 A.M. ....	234	262	253	218	20	20	242
10 to 11 A.M. ....	379	350	345	324	39	39	242
11 to 12 A.M. ....	431	401	441	444	41	41	242
12 to 1 P.M. ....	464	455	442	459	50	50	242
1 to 2 P.M. ....	393	396	391	414	41	41	242
2 to 3 P.M. ....	452	460	412	455	47	47	242
3 to 4 P.M. ....	492	504	530	517	58	58	242
4 to 5 P.M. ....	665	670	640	635	60	60	242
5 to 6 P.M. ....	882	871	797	909	960	960	242
6 to 7 P.M. ....	729	767	680	769	76	76	242
7 to 8 P.M. ....	672	712	648	60	60	60	242
8 to 9 P.M. ....	658	627	603	72	72	72	242
9 to 10 P.M. ....	542	493	448	50	50	50	242
10 to 11 P.M. ....	481	401	388	38	38	38	242
11 to 12 P.M. ....	413	437	382	31	31	31	242
Not stated.....	71	30	43	4	4	4	242
Total .....	9,241	9,171	8,634	8,634	8,634	8,634	8,634

**FATAL ACCIDENTS CLASSIFIED BY HOUR OF OCCURRENCE**

<b>Hour of Occurrence:</b> —	<b>1931</b>	<b>1932</b>	<b>1933</b>	<b>1934</b>	<b>1935</b>	<b>1936</b>	<b>T</b>
12 to 1 A.M. ....	13	12	19	18	25	21	101
1 to 2 A.M. ....	10	8	7	13	11	11	66
2 to 3 A.M. ....	11	10	7	1	1	1	29
3 to 4 A.M. ....	4	3	3	1	1	1	10
4 to 5 A.M. ....	5	7	1	5	1	1	10
5 to 6 A.M. ....	5	7	2	6	6	6	29
6 to 7 A.M. ....	8	7	5	10	10	10	45
7 to 8 A.M. ....	8	6	2	1	1	1	15
8 to 9 A.M. ....	18	22	7	12	12	12	65
9 to 10 A.M. ....	13	9	7	11	11	11	45
10 to 11 A.M. ....	18	14	21	17	17	17	65
11 to 12 A.M. ....	23	11	16	1	1	1	36
12 to 1 P.M. ....	24	22	14	1	1	1	36
1 to 2 P.M. ....	20	17	21	18	21	21	76
2 to 3 P.M. ....	19	16	19	9	9	9	53
3 to 4 P.M. ....	30	28	12	35	35	35	108
4 to 5 P.M. ....	42	21	21	35	35	35	108
5 to 6 P.M. ....	40	36	29	42	42	42	108
6 to 7 P.M. ....	39	57	36	35	41	40	108
7 to 8 P.M. ....	43	44	32	33	43	44	108
8 to 9 P.M. ....	42	42	34	38	46	42	108
9 to 10 P.M. ....	32	23	19	28	29	29	108
10 to 11 P.M. ....	30	19	18	22	21	21	108
11 to 12 P.M. ....	25	20	19	26	28	30	108
Not stated.....	3	...	1	...	3	6	108
Total .....	525	461	372	476	501	501	2,121

## ALL ACCIDENTS CLASSIFIED BY DAY OF OCCURRENCE

Day of Occurrence:	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Sunday.....	1,247	1,185	1,214	1,333	1,353	1,519	7,851	13.4
Monday.....	1,193	1,171	1,202	1,354	1,425	1,473	7,818	13.3
Tuesday.....	1,164	1,172	1,161	1,239	1,380	1,426	7,542	12.9
Wednesday.....	1,220	1,223	1,089	1,241	1,348	1,482	7,603	12.9
Thursday.....	1,277	1,198	1,094	1,230	1,360	1,616	7,775	13.2
Friday.....	1,287	1,385	1,249	1,256	1,610	1,534	8,321	14.2
Saturday.....	1,852	1,837	1,625	1,989	2,172	2,338	11,813	20.1
Not stated.....	1	....	....	3	....	....	4	....
Total.....	9,241	9,171	8,634	9,645	10,648	11,388	58,727	100.0

## FATAL ACCIDENTS CLASSIFIED BY DAY OF OCCURRENCE

Day of Occurrence:	1931	1932	1933	1934	1945	1936	Total	Per Cent.
Sunday.....	70	70	58	70	85	67	420	14.8
Monday.....	76	62	53	63	62	66	382	13.5
Tuesday.....	65	53	48	63	82	59	370	13.0
Wednesday.....	66	59	35	64	63	73	360	12.7
Thursday.....	75	60	41	57	50	68	351	12.4
Friday.....	72	62	52	64	57	56	363	12.8
Saturday.....	101	95	85	95	102	112	590	20.8
Total.....	525	461	372	476	501	501	2,836	100.0

## SEX OF DRIVERS INVOLVED IN ALL ACCIDENTS

Sex of Drivers:	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Male.....	12,561	12,184	11,319	12,872	14,096	15,037	78,069	93.5
Female.....	775	876	822	859	1,015	1,033	5,380	6.5
Total.....	13,336	13,060	12,141	13,731	15,111	16,070	83,449	100.0

## SEX OF DRIVERS INVOLVED IN FATAL ACCIDENTS

Sex of Drivers:	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Male.....	588	495	394	537	555	566	3,135	94.7
Female.....	26	31	26	33	24	36	176	5.3
Total.....	614	526	420	570	579	602	3,311	100.0

## DRIVERS IN ALL ACCIDENTS DETAILED BY AGE GROUP

Age of Drivers:	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Under 18 years.....	273	224	172	205	190	256	1,320	1.8
18 to 24 years.....	2,492	2,428	2,287	2,877	3,346	3,562	16,992	23.5
25 to 40 years.....	4,103	4,495	4,644	5,789	6,548	7,239	32,818	45.3
41 to 54 years.....	1,994	2,263	2,205	2,758	3,186	3,367	15,773	21.8
55 to 64 years.....	479	559	594	731	831	962	4,156	5.7
65 years and over.....	163	170	205	260	288	326	1,412	1.9
Not stated.....	3,832	2,921	2,034	1,111	722	358	10,978	....
Total.....	13,336	13,060	12,141	13,731	15,111	16,070	83,449	100.0

## DRIVERS IN FATAL ACCIDENTS DETAILED BY AGE GROUP

Age of Drivers:	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Under 18 years.....	15	7	4	7	8	9	50	1.6
18 to 24 years.....	139	122	102	135	143	144	785	25.6
25 to 40 years.....	218	207	167	226	237	254	1,309	42.7
41 to 54 years.....	108	91	78	121	125	138	661	21.6
55 to 64 years.....	28	33	29	31	30	29	180	5.9
65 years and over.....	12	11	11	13	15	19	81	2.6
Not stated.....	94	55	29	37	21	9	245	....
Total.....	614	526	420	570	579	602	3,311	100.00

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## OPERATING EXPERIENCE OF DRIVERS IN ALL ACCIDENTS

Length of Experience:	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Less than 3 months....	168	157	124	181	101	100	3,027	100
3 to 6 months....	135	92	66	110	71	81	420	100
6 to 12 months....	65	59	47	43	39	38	220	100
1 to 4 years....	1,696	2,196	1,887	2,184	2,207	2,207	12,397	100
5 years and over....	6,955	7,235	7,583	9,632	11,311	12,000	62,907	100
Not stated....	4,317	3,321	2,434	1,580	1,072	1,072	20,601	100
Total.....	13,336	13,060	12,141	13,731	13,113	13,079	66,707	100

## OPERATING EXPERIENCE OF DRIVERS IN FATAL ACCIDENTS

Length of Experience:	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Less than 3 months....	8	5	6	12	—	—	—	—
3 to 6 months....	3	3	—	3	—	—	—	—
6 to 12 months....	8	3	2	2	—	—	—	—
1 to 4 years....	79	100	64	7	—	—	—	—
5 years and over....	322	284	262	3	—	—	—	—
Not stated....	194	131	86	1	—	—	—	—
Total.....	614	526	420	570	—	—	—	—

## CONDITION OF DRIVERS IN ALL ACCIDENTS

Condition:	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Intoxicated....	137	151	121	—	—	—	—	—
Physical defect....	13	21	38	—	—	—	—	—
Extreme fatigue....	49	106	98	—	—	—	—	—
Normal....	13,137	12,782	11,884	1	—	—	—	—
Total.....	13,336	13,060	12,141	13	—	—	—	—

## CONDITION OF DRIVERS IN FATAL ACCIDENTS

Condition:	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Intoxicated....	13	10	12	—	—	—	—	—
Physical defect....	—	1	—	—	—	—	—	—
Extreme fatigue....	4	5	6	—	—	—	—	—
Normal....	597	510	399	—	—	—	—	—
Total.....	614	526	420	570	—	—	—	—

## TYPES OF VEHICLES INVOLVED IN ALL ACCIDENTS

Type of Vehicle:	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Passenger car....	11,172	10,907	10,107	11,297	11,307	11,307	66,682	100
Commercial vehicle....	1,946	1,991	1,971	2,002	2,002	2,002	12,007	100
Taxicab....	244	218	176	197	190	190	1,192	100
Bus....	101	104	75	—	—	—	—	—
Motorcycle....	282	282	262	—	—	—	—	—
Trailer....	42	42	69	—	—	—	—	—
All others....	15	6	14	—	—	—	—	—
Not stated....	80	50	5	—	—	—	—	—
Total.....	13,882	13,600	12,679	14,201	14,201	14,201	84,684	100

## TYPES OF VEHICLES INVOLVED IN FATAL ACCIDENTS

Type of Vehicle:	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Passenger car....	479	417	342	412	401	401	2,300	100
Commercial vehicle....	110	107	87	160	118	118	603	100
Taxicab....	10	3	6	—	—	—	—	—
Bus....	3	3	4	—	—	—	—	—
Motorcycle....	23	12	10	10	15	15	70	100
Trailer....	1	2	4	—	—	—	—	—
All others....	3	—	—	1	0	0	—	—
Not stated....	9	12	2	1	0	0	—	—
Total.....	638	556	455	587	601	601	3,281	100

## NUMBER OF PERSONS NON-FATALLY INJURED,

	Total 1936	All Ages 5-yr. Total		0-4 yrs. 5-yr. Total			5-14 yrs. 5-yr. Total					
		No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	
<b>Collision with:</b>												
Pedestrian.....	3307	32.3	14764	32.7	418	83.9	1877	81.37	1129	67.37	5311	70.4
Other motor vehicle.....	3561	34.7	15569	34.5	61	12.3	318	13.78	212	12.65	901	11.9
Horse-drawn vehicle.....	175	1.7	924	2.1	1	.2	9	.39	5	.30	39	.5
R. R. train.....	136	1.3	493	1.1	1	.2	3	.13	8	.47	29	.4
Street car.....	143	1.4	686	1.5	1	.2	10	.43	3	.18	26	.4
Other vehicles.....	10	.1	58	.1	—	—	—	—	—	—	—	—
Fixed object.....	865	8.4	3585	7.9	7	1.4	41	1.78	21	1.25	116	1.5
Bicycle.....	1124	11.0	4214	9.3	1	.2	5	.22	265	15.81	946	12.5
Motorcycle.....	183	1.8	922	2.0	—	—	1	.04	1	.06	11	.2
Non-collision.....	719	7.0	3794	8.4	6	1.2	36	1.56	30	1.79	160	2.1
Miscellaneous.....	28	.3	179	.4	2	.4	7	.30	2	.12	10	.1
Total.....	10251	100.0	45188	100.0	498	100.0	2307	100.00	1676	100.00	7549	100.0

## NUMBER OF PERSONS FATALLY INJURED,

	Total 1936	All Ages 5-yr. Total		0-4 yrs. 5-yr. Total			5-14 yrs. 5-yr. Total					
		No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	
<b>Collision with:</b>												
Pedestrian.....	235	43.0	1071	42.4	23	88.5	121	85.8	38	77.6	217	76.4
Other motor vehicle.....	95	17.4	388	15.4	1	3.8	3	2.1	1	2.0	15	5.3
Horse-drawn vehicle.....	7	1.3	36	1.4	—	—	—	—	—	—	—	—
R. R. train.....	40	7.3	235	9.3	—	—	2	1.4	2	4.1	7	2.5
Street car.....	14	2.6	50	2.0	—	—	—	—	1	2.0	3	1.0
Other vehicles.....	—	5	.2	—	—	—	—	—	—	—	—	—
Fixed object.....	43	7.9	229	9.1	—	—	6	4.3	1	2.0	5	1.8
Bicycle.....	30	5.5	150	5.9	—	—	—	—	4	8.2	23	8.1
Motorcycle.....	8	1.5	40	1.6	—	—	—	—	—	—	—	—
Non-collision.....	67	12.2	302	12.0	2	7.7	8	5.7	2	4.1	14	4.9
Miscellaneous.....	7	1.3	17	.7	—	—	1	.7	—	—	—	—
Total.....	546	100.0	2523	100.0	26	100.0	141	100.0	49	100.0	284	100.0

MOTOR VEHICLES BRANCH, 1936

**CLASSIFIED BY TYPE OF COLLISION AND AGE GROUP**

1936	15-35 yrs. 5-yr. Total			1936	36-54 yrs. 5-yr. Total			1936	55-64 yrs. 5-yr. Total		
	No.	Per cent.	No.		Per cent.	No.	Per cent.		No.	Per cent.	No.
548	13.4	2399	13.99	559	24.92	2240	23.6	234	34.6	993	100
1659	40.6	7009	40.87	976	44.22	4100	43.2	255	37.7	167	100
86	2.1	353	2.06	37	1.68	250	2.6	20	3.0	96	100
74	1.8	253	1.48	31	1.40	105	1.1	6	.9	27	100
71	1.7	296	1.73	42	1.90	224	2.4	10	1.5	43	100
4	.1	16	.09	1	.04	19	.2	....	....	....	100
494	12.1	1916	11.16	218	9.88	885	9.3	55	8.1	221	100
603	14.8	2225	12.97	137	6.21	579	6.1	44	6.5	17	100
158	3.9	761	4.44	13	.59	48	.5	1	.1	6	100
374	9.2	1816	10.59	195	8.84	1002	10.6	51	7.6	244	100
14	.3	107	.62	7	.32	39	.4	....	....	5	100
4085	100.0	17151	100.00	2207	100.00	9491	100.0	676	100.0	2836	100.0

**CLASSIFIED BY TYPE OF COLLISION AND AGE GROUP**

1936	15-35 yrs. 5-yr. Total			1936	36-54 yrs. 5-yr. Total			1936	55-64 yrs. 5-yr. Total		
	No.	Per cent.	No.		Per cent.	No.	Per cent.		No.	Per cent.	No.
33	19.2	134	16.6	43	32.1	186	32.2	21	41.2	12	100
38	22.1	161	19.9	32	23.9	111	19.2	13	25	6	100
1	.6	13	1.6	....	....	7	1.2	2	3	....	100
14	8.1	99	12.3	16	11.9	76	13.2	2	3	....	100
7	4.1	23	2.8	5	3.7	20	3.5	....	....	....	100
.....	2	....	2	....	2	....	3	....	....	....	100
25	14.5	116	14.4	10	7.5	60	10.4	1	2.0	....	100
14	8.1	70	8.7	9	6.7	37	6.4	1	2.0	....	100
7	4.1	37	4.6	1	.7	2	.3	....	....	....	100
30	17.4	148	18.3	16	12.0	71	12.3	10	19	....	100
3	1.8	5	.6	2	1.5	6	1.0	1	2	....	100
172	100.0	808	100.0	134	100.0	578	100.0	51	100.0	21	100.0

## CLASSIFICATION OF PERSONS FATALIY INJURED

	1932	1933	1934	1935	1936	Total	Per Cent.
Drivers.....	100	65	109	102	97	473	18.8
Passengers.....	125	121	140	175	156	717	28.4
Pedestrians.....	230	175	215	227	244	1,091	43.2
Others*.....	8	7	6	10	8	39	1.6
Bicyclists.....	27	25	31	36	30	149	5.9
Motorcycle drivers.....	10	6	7	9	9	41	1.6
Motorcycle passengers.....	2	4	4	1	2	13	.5
Total.....	502	403	512	560	546	2,523	100.0

## CLASSIFICATION OF PERSONS NON-FATALIY INJURED

	1932	1933	1934	1935	1936	Total	Per Cent.
Drivers.....	1,546	1,423	1,630	1,782	1,815	8,196	18.1
Passengers.....	3,041	2,827	3,208	3,492	3,633	16,201	35.9
Pedestrians.....	2,737	2,646	2,979	3,179	3,362	14,903	33.0
Others*.....	113	121	151	142	123	650	1.4
Bicyclists.....	572	649	822	1,021	1,106	4,170	9.2
Motorcycle drivers.....	175	163	163	184	182	867	1.9
Motorcycle passengers.....	47	48	37	39	30	201	.5
Total.....	8,231	7,877	8,990	9,839	10,251	45,188	100.0

## CLASSIFICATION OF PERSONS FATALIY INJURED IN URBAN ACCIDENTS

	1932	1933	1934	1935	1936	Total	Per Cent.
Drivers.....	27	18	24	22	15	106	10.9
Passengers.....	16	27	28	39	37	147	15.1
Pedestrians.....	139	100	133	117	135	624	64.2
Others*.....	1	1	...	4	1	7	.7
Bicyclists.....	10	11	15	17	15	68	7.0
Motorcycle drivers.....	5	1	4	4	3	17	1.7
Motorcycle passengers.....	1	...	1	1	1	4	.4
Total.....	199	158	205	204	207	973	100.0

\*Passengers in horse-drawn vehicles or in other vehicles not motor vehicles or bicycles.

## CLASSIFICATION OF PERSONS FATALIY INJURED IN RURAL ACCIDENTS

	1932	1933	1934	1935	1936	Total	Per Cent.
Drivers.....	73	47	85	80	82	367	23.7
Passengers.....	109	94	112	136	119	570	36.8
Pedestrians.....	91	75	82	110	109	467	30.1
Others*.....	7	6	6	6	7	32	2.1
Bicyclists.....	17	14	16	19	15	81	5.2
Motorcycle drivers.....	5	5	3	5	6	24	1.5
Motorcycle passengers.....	1	4	3	...	1	9	.6
Total.....	303	245	307	356	339	1,550	100.0

## CLASSIFICATION OF PERSONS NON-FATALIY INJURED IN URBAN ACCIDENTS

	1932	1933	1934	1935	1936	Total	Per Cent.
Drivers.....	570	513	590	632	688	2,993	11.4
Passengers.....	1,088	1,028	1,224	1,270	1,413	6,023	22.9
Pedestrians.....	2,325	2,255	2,522	2,687	2,907	12,696	48.4
Others*.....	42	43	43	66	52	246	.9
Bicyclists.....	489	529	685	885	956	3,544	13.5
Motorcycle drivers.....	130	110	115	136	135	626	2.4
Motorcycle passengers.....	35	28	31	25	18	137	.5
Total.....	4,679	4,506	5,210	5,701	6,169	26,265	100.0

## CLASSIFICATION OF PERSONS NON-FATALIY INJURED IN RURAL ACCIDENTS

	1932	1933	1934	1935	1936	Total	Per Cent.
Drivers.....	976	910	1,040	1,150	1,127	5,203	27.5
Passengers.....	1,953	1,799	1,984	2,222	2,220	10,178	53.8
Pedestrians.....	412	391	457	492	455	2,207	11.7
Others*.....	71	78	108	76	71	404	2.1
Bicyclists.....	83	120	137	136	150	626	3.3
Motorcycle drivers.....	45	53	48	48	47	241	1.3
Motorcycle passengers.....	12	20	6	14	12	64	.3
Total.....	3,552	3,371	3,780	4,138	4,082	18,923	100.0











